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Part II begins on page 10205.

PART I

FEDERAL REGISTER

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1934

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Washington, Wednesday, December 24, 1958

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

DEPARTMENT OF THE INTERIOR

Effective upon publication in the FEDERAL REGISTER, subparagraph (1) of § 6.110 (b) is amended as set out below.

§ 6.110 *Department of the Interior.* * * *

(b) *Bureau of Indian Affairs.* (1) All positions in the Neopit Lumber Mills on the Menominee Indian Reservation in Wisconsin, until December 31, 1960.

(R. S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 58-10615; Filed, Dec. 23, 1958; 8:54 a. m.]

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

DEPARTMENT OF THE ARMY

Effective upon publication in the FEDERAL REGISTER, subparagraph (11) is added to § 6.305 (a) as set out below.

§ 6.305 *Department of the Army—(a) Office of the Secretary.* * * *

(11) One Special Assistant for Manpower and Personnel to the Under Secretary of the Army, and one Special Assistant for Reserve Forces to the Under Secretary of the Army.

(R. S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 58-10617; Filed, Dec. 23, 1958; 8:54 a. m.]

This issue is divided into two parts bound together. Part II contains a revision of 14 CFR Parts 600, 601, air navigation regulations of the Civil Aeronautics Administration, Department of Commerce.

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

EXPORT-IMPORT BANK OF WASHINGTON

Effective upon publication in the FEDERAL REGISTER, paragraph (i) is added to § 6.340 as set out below.

§ 6.340 *Export-Import Bank of Washington.* * * *

(i) The Treasurer.

(R. S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 58-10616; Filed, Dec. 23, 1958; 8:54 a. m.]

TITLE 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

Subchapter C—Regulations and Standards Under the Farm Products Inspection Act

PART 70—GRADING AND INSPECTION OF POULTRY AND EDIBLE PRODUCTS THEREOF; AND UNITED STATES CLASSES, STANDARDS, AND GRADES WITH RESPECT THERETO

Subchapter D—Regulations Under the Poultry Products Inspection Act

PART 81—INSPECTION OF POULTRY AND POULTRY PRODUCTS

MISCELLANEOUS AMENDMENTS

Pursuant to authority contained in the Agricultural Marketing Act of 1946, as

(Continued on p. 10121)

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FEDERAL REGISTER

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amended (7 U. S. C. 1621 et seq.) and the Poultry Products Inspection Act (21 U. S. C. 451 et seq.), the regulations governing the grading and inspection of poultry and edible products thereof (7 CFR Part 70, as amended) and the regulations under the Poultry Products Inspection Act (7 CFR Part 81, as amended) are hereby further amended as follows:

A. As to Part 70:

1. Change the definition of "Ready-to-cook poultry" in § 70.1 to read as follows:

"Ready-to-cook poultry" means any dressed poultry from which the protruding pinfeathers, vestigial feathers (hair or down as the case may be), head, shanks, crop, oil gland, trachea, esophagus, entrails, reproductive organs and lungs have been removed, and with or without the giblets, is ready to cook without need of further processing. Ready-to-cook poultry also means any cut-up or disjointed portion of poultry or any edible part thereof, as described in this paragraph.

2. Change § 70.19 to read as follows:

§ 70.19 *Processing products for export.* With respect to processing of poultry and poultry food products that are exempted pursuant to Part 81 of this chapter, and are to be exported, the Administrator may waive any particular provision of the regulations in this part that conflicts with the contract specifications of the foreign importer, but such waiver shall not relieve such product of any requirement applicable to it under Part 81 of this chapter. Any product which was prepared for export on the basis of waived provisions pursuant to this section and which for some reason is not exported shall have all official marks removed therefrom and from the containers thereof prior to sale for domestic consumption.

3. Add a new § 70.20 to read as follows:

§ 70.20 *Application of requirements to exempted processors under Part 81 of this chapter.* Processors of poultry and poultry products exempted from continuous resident inspection under § 81.202 of this chapter and such products shall not be relieved, by inspection under this part, from compliance with §§ 81.32 to 81.53 of this chapter, and §§ 81.125 to 81.147 of this chapter.

4. Change § 70.44 (b) to read as follows:

(b) *Drawings and specifications to be furnished in advance of construction or alterations.* (1) Four copies of drawings or blueprints showing the features specified herein shall be submitted to the Administrator. The drawings or blueprints shall be legible, made with sharp, clear lines, and properly drawn to scale, and shall consist of floor plans and a plot plan.

(2) The plot plan shall show such features as the limits of the plant's premises, locations in outline of buildings on the premises, one point of the compass, and roadways and railroads serving the plant.

(3) The floor plan shall show all space to be included in the official plant. If rooms or compartments shown on the drawings or blueprints are not to be included as part of the official plant, this shall be clearly indicated thereon.

(4) The sheets of paper on which drawings or blueprints are made shall not exceed a size of 34'' x 44''. The drawings other than of the plot plan shall be made to a scale of $\frac{1}{8}$'' per foot, except that additional plans for some areas showing detail may be drawn to a scale of $\frac{1}{4}$'' per foot. The plot plan may be drawn to a scale of not less than $\frac{1}{32}$'' per foot. The drawings shall indicate the scale used and shall also indicate the floor shown (e. g., basement, first, or second)."

5. In § 70.44, renumber paragraph (c) as paragraph (g) and add new paragraphs (c), (d), (e), and (f) to read, respectively, as follows:

(c) *Features required to be shown on floor plan.* The following features shall be shown on the floor plan:

(1) The principal pieces of equipment drawn to scale in the proper locations.

(2) The name of the firm and the address of the plant by street and street number or by other means properly identifying the location of the plant.

(3) One point of the compass.

(4) The doors and openings for passageways, designating those which are self-closing or permanently closed.

(5) All floor drain openings and gutter drains.

(6) Lavatories in toilet and processing rooms (lavatories which are other than hand-operated shall be so designated on the drawings or blueprints).

(7) All steam and hot and cold water outlets for clean-up purposes.

(8) Ice making and storage facilities.

(9) The point at which live poultry is hung on the conveyor line, the point where dressed poultry is removed, and the point of transfer to the eviscerating line.

(10) The routes of the edible and inedible products.

(11) The location of fresh air inlets, exhaust fans and hoods.

(d) *Specifications.* Specifications covering the following items shall accompany the drawings:

(1) Height of ceilings.

(2) Type of ceilings—open or closed.

(3) Finish of ceilings; for example—cement plaster, metal, marine plywood, cement, asbestos board, etc.

(4) Finish of walls; for example—cement plaster, glazed tile, glazed brick, glass blocks, etc.

(5) Screens—indicate whether all outside openings are screened or provided with other suitable devices against entrance of flies or other insects.

(6) Finish of floors—concrete, brick, mastic material, etc.

(7) Drainage—indicate the amount of slope of floors to the drains in processing rooms, coolers, toilets, and refuse rooms, and give description of trapping and venting of drainage lines, and of floor drain openings. Indicate size of drainage lines and whether house drainage lines and toilet soil lines are separate to a point outside of buildings.

(8) Heating—indicate type.

(9) Water supply—indicate whether public or private water supply, or both.

and specify in terms of gallons of water available per minute for the processing needs of the plant. Also indicate whether or not a nonpotable water supply is used for any purpose in the plant and, if so, specify such uses.

(10) Hot water facilities—specify facilities such as boilers, storage tanks, mixing valves, etc., and indicate the size and number of boilers and storage tanks.

(11) Specify number of men and number of women who will use each toilet room.

(12) Sewage disposal—indicate whether city sewer, cesspool, sedimentation tank, etc.

(13) Approximate rate of production—indicate hourly rate of slaughter and evisceration for each class of poultry.

(e) *Rooms and compartments which must be included in the official plant.* The official plant shall include employees' toilet and dressing rooms, office space for the inspectors, storerooms for supplies, refuse rooms, and all rooms, compartments or passageways where poultry or poultry products, or any ingredients to be used in the preparation of products under inspection will be handled or kept. It also may include other rooms or compartments located in the buildings comprising the official plant.

(f) *Changes in drawings or blueprints.* When changes are proposed in areas for which drawings or blueprints have been previously approved, one of the following types of revised drawings or blueprints shall be submitted for review and consideration.

(1) A completely revised sheet or sheets, showing proposed alterations or additions, or

(2) Approved pasters of the proposed changes which may be affixed to the affected areas on the previously approved drawings or blueprints in a manner not obscuring essential data. Paster drawings and blueprints shall be prepared to the same scale and presented on a background similar to that of the originally approved drawing or blueprint.

6. Change § 70.93 (a) and (b) to read, respectively, as follows:

(a) *Wording and form of inspection mark.* Except as otherwise authorized, the inspection mark permitted to be used with respect to inspected and certified edible products shall include wording as follows: "Inspected for wholesomeness by U. S. Department of Agriculture." This wording shall be contained within a circle in the form and arrangement shown in § 70.382. The appropriate plant number of the official plant shall be included in the circle unless it appears elsewhere on the packaging material. The Administrator may approve the use of abbreviations of such inspection mark; and such approved abbreviations shall have the same force and effect as the inspection mark. The inspection mark or approved abbreviation thereof, as the case may be, may be applied to the inspected and certified edible product or to the packaging material of such product. When the inspection mark, or the approved abbreviation thereof, is used on packaging material, it shall be printed on such material or on a label to be affixed to the packaging material, and the name of the packer or distributor of such product shall be printed on the packaging material or label, as the case may be, except that on shipping containers and containers for institutional packs the inspection marks may be stenciled on the container and when the inspection mark is so stenciled, the name and address of the packer or distributor may be applied by the use of a stencil or a rubber stamp. Notwithstanding the foregoing, the name and address of the packer or distributor, if appropriately shown elsewhere on the packaging material, may be omitted from insert labels and giblet wrappers which bear an official identification if the applicable plant number is shown.

(b) *Wording on labels of immediate containers.* Each trade label approved for use on an immediate container pursuant to §§ 70.90 to 70.94 with respect to any graded or inspected and certified edible product, shall, if it is to bear an official identification, contain the following information:

(1) The common or usual name of the edible product;

(2) The name and address of the packer or distributor, and when the name of the distributor is shown, it shall be qualified by such term as "packed for," "distributed by," or "distributors";

(3) A statement of the net contents;

(4) The official inspection mark, or grade mark, or both, as applicable;

(5) The plant number of the official plant in which the product was graded or inspected and certified; and

(6) A statement of ingredients, if the product is fabricated from two or more ingredients, including a declaration as to artificial flavors, colors or preservatives, if any. Such ingredients shall be listed by their common or usual names in the order of their descending proportions. For the purpose of this paragraph, the term "chicken meat", unless modified by an appropriate adjective, is construed to mean deboned white and dark meat; whereas, the term "chicken" includes other edible parts, such as skin, giblets and fat, not in excess of their natural proportions, in addition to the chicken meat. If the term "chicken meat" is listed and the product also contains skin, giblets, or fat, it is necessary to also list them in the ingredient statement. Like principles shall apply to edible products prepared from other kinds of poultry than chickens.

7. Change § 70.151 to read as follows:

§ 70.151 *Ante-mortem inspection.* An ante-mortem inspection of poultry shall, where and to the extent considered necessary by the Administrator and under such instructions as he may issue from time to time, be made of poultry on the day of slaughter in any official plant processing poultry under inspection pursuant to the regulations in this part. Sections 81.62 to 81.65 of this chapter shall apply with respect to ante-mortem inspections made pursuant to this section.

8. Change § 70.154 to read as follows:

§ 70.154 *Condemnation and treatment of carcasses.* At the time of evisceration under inspection service each carcass, or any part thereof, which is found to be unsound, unwholesome, or otherwise unfit for human food, shall be condemned. The provisions of §§ 81.79 to 81.92 of this chapter shall apply with respect to the disposition of diseased poultry carcasses and parts that are inspected pursuant to the regulations in this part.

9. Change the heading of § 70.156 to read "Reinspection of edible products; ingredients" and change § 70.156 (c) to read as follows:

(c) All substances and ingredients used in the manufacture or preparation of any edible product shall be clean, sound, wholesome, and fit for human food. Liquid and frozen egg products used in the preparation of any edible product shall have been prepared under continuous inspection of the Department.

10. In § 70.157 (b) (1) delete "(c)" and insert "(e)" in lieu thereof.

11. At the end of § 70.157 (c) delete the words "that is, there is no bulging or slack or loose tin."

12. Change § 70.157 (h) to read as follows:

(h) All canned products shall be plainly and permanently marked by code or otherwise, on the containers with the identity of the contents and the date of canning, except that canned products packed in glass containers are not required to be marked with the date of canning if such information appears on the shipping container. If the marking is by code, its meaning shall be furnished to the inspector in charge.

13. Renumber §§ 70.158, 70.159, and 70.160 as "§§ 70.159, 70.160, and 70.161", respectively, and add a new § 70.158 to read as follows:

§ 70.158 *Frozen foods processing requirements.* Processing procedures with respect to frozen ready-to-heat-and-eat poultry products or stuffed ready-to-roast poultry shall be in accordance with sound operating practices and carried out in a manner which will assure wholesomeness of the products. Products to be frozen shall be moved into the freezer promptly under such supervision as will assure preservation of the products by prompt and efficient freezing. Adequate freezing facilities shall be provided within the official plant where products to be frozen are prepared, except that, upon written request, and under such conditions as may be prescribed by the Administrator, such products may be moved from the official establishment prior to freezing: *Provided,* That the official establishment and freezer are so located and the necessary arrangements are made so that the Inspection Service will have access to the freezing room and adequate opportunity to determine that the products are being properly handled and frozen.

14. Delete the last sentence of § 70.170 (c) and the last sentence of § 70.173 (b).

15. Change paragraph (g) of § 70.282 to read as follows:

(g) Chilling or defrosting tanks shall be emptied after each use. They shall be thoroughly cleaned at least once daily when in use, except that when the same poultry is held therein in excess of 24 hours, the tanks shall be thoroughly cleaned after the poultry is removed therefrom and prior to reuse.

16. Change § 70.382 to read as follows:

§ 70.382 *Form of inspection mark.* The inspection mark approved for use on inspected and certified edible products shall be contained within a circle and include the following wording: "Inspected for Wholesomeness by U. S. Department of Agriculture." The form and arrangement of such wording shall be as indicated in the example in Figure 3. The plant number of the official plant shall be set forth if it does not appear on the packaging material.

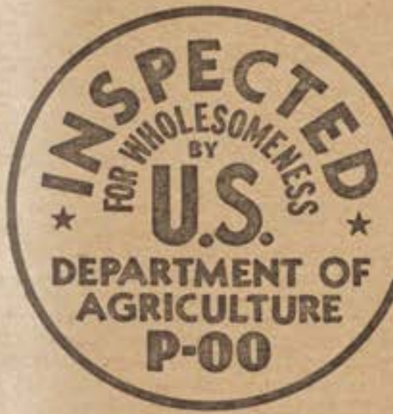

FIGURE 3.

(Sec. 205, 60 Stat. 1090, as amended; 7 U. S. C. 1624. Interprets or applies sec. 203, 60 Stat. 1087, as amended; 7 U. S. C. 1622)

B. As to Part 81:

1. Change § 81.125 to read as follows:

§ 81.125 *Containers of poultry required to be labeled.* Except as provided in § 81.154 and as may be authorized by the Administrator with respect to shipment of products between official establishments, each shipping container and each immediate container of any product shall at the time it leaves the official establishment bear approved labels containing information in accordance with the provisions set forth in §§ 81.126 to 81.146 and the act.

2. In § 81.202 (f) delete the words "labels for immediate and".

The foregoing amendments to Part 70 must be made effective on January 1, 1959, in order to coordinate the inspection service under Part 70 with the compulsory poultry inspection program under the Poultry Products Inspection Act and the regulations thereunder in Part 81, which become fully effective on that date. Because of the impracticability of providing continuous inspection under the Poultry Products Inspection Act for all types of poultry processing operations and the necessity to exempt certain processors from such inspection at this time, it is necessary to conform the voluntary program provided under Part 70 with the requirements of the compulsory program so that plants which elect to use the voluntary service during limited interim periods after January 1, 1959, will be able to qualify for service under the compulsory program, when it is available, with a minimum of inconvenience and expense. Certain processors of poultry food products who are amenable to the Poultry Products Inspection Act but who have been exempted from some of the provisions of that Act and the regulations in Part 81 are permitted under the regulations in Part 81 to use labeling materials which bear the circular inspection mark of the compulsory inspection program if they elect to have continuous inspection pursuant to the regulations in Part 70. It is therefore necessary to change the labeling provisions of Part 70 as set forth in the foregoing amendments to authorize the use of the circular inspection mark under this part.

Many of the changes made in Part 70 by the amendments clarify the meaning of particular requirements, some relieve restrictions, and others make minor changes in the program necessary to permit a more orderly transition from the voluntary inspection service to compulsory inspection.

The amendment of Part 81 is a relieving of restrictions to prevent hardship upon processors exempted from certain inspection requirements because of the impracticability to provide the inspections, and to provide an exception from labeling requirements for products shipped between official inspected establishments. In order to be of maximum benefit to affected persons this amendment must be made effective not later than January 1, 1959.

It does not appear that publishing notice of the proposed amendments and other public rule-making procedure under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) would make additional information available to the Department with respect to the amendments.

Therefore, under section 4 of the Administrative Procedure Act, it is found upon good cause that notice of rule making and other public procedure on the amendments would be impracticable and unnecessary and good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

(Sec. 14, 71 Stat. 447, 21 U. S. C. 463)

Issued this 18th day of December 1958, to become effective January 1, 1959.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Agricultural Marketing Service.

[F. R. Doc. 58-10571; Filed, Dec. 23, 1958; 8:46 a. m.]

TITLE 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

Subchapter I—Credit Activities

PART 91—GENERAL CREDIT TO INDIANS

LOANS TO WITHDRAWING MEMBERS OF KLAMATH TRIBE

A new section is hereby added to Part 91—General Credit to Indians. This amendment will permit money to be loaned to withdrawing Klamath Indians without interest. The amendment shall become effective upon publication in the FEDERAL REGISTER.

It is the policy of the Department of the Interior to publish amendments to the Code of Federal Regulations as notice of proposed rule making before adoption even though, as in this instance, notice is not required by the Administrative Procedure Act (5 U. S. C. 1003). However, such procedure is contrary to the public interest with regard to the amendment set forth below because its application is limited by its terms. Accordingly a new section is added to Part 91 of 25 CFR to read as follows:

§ 91.20 *Loans to Klamath Indians.* Loans may be made to withdrawing members of the Klamath Tribe, who are of not less than one-quarter degree of Indian blood, to alleviate financial vicissitudes raised by the Termination Act of August 13, 1954 (25 U. S. C. 564), as amended. A loan made under this section shall constitute an indebtedness to be repaid without interest from funds representing the borrower's share of the tribal assets.

(Sec. 10, 48 Stat. 986; 25 U. S. C. 470)

ELMER F. BENNETT,
Acting Secretary of the Interior.

DECEMBER 12, 1958.

[F. R. Doc. 58-10575; Filed, Dec. 23, 1958; 8:47 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

Subchapter F—Reserve Forces

PART 867—DISABILITY AND DEATH BENEFITS

REVOCATION

In Part 867, §§ 867.1 to 867.9 (15 F. R. 5139, Aug. 9, 1950) are revoked. These sections have been superseded by §§ 833.1 to 833.7 of Part 833, Subchapter C—Claims and Accounts of this chapter.

CHARLES M. MCDERMOTT,
Colonel, U. S. Air Force, Deputy Director of Administrative Services.

[F. R. Doc. 58-10598; Filed, Dec. 23, 1958; 8:50 a. m.]

Subchapter J—Air Force Procurement Instructions

MISCELLANEOUS AMENDMENTS

The following miscellaneous amendments are issued to this subchapter:

PART 1001—GENERAL PROVISIONS

1. Section 1001.351 is changed as follows ((a) through (d) remaining unchanged):

§ 1001.351 *Policy on establishment of secondary sources of aircraft production.* As an integral part of the policy of broadening the industrial base during a period of national emergency, it is necessary for the Air Force to create supplementary sources for the production of aircraft and related equipment normally obtained from the original designer-manufacturer and to provide the supplementary sources with engineering help and technical assistance from such original sources. The Air Force recognizes the contributions made by the primary suppliers of aircraft and related equipment to the advanced state of the art and the importance of maintaining the industry in strong financial condition. To that end, it is essential that the aircraft industry be adequately compensated for its creative efforts and its overall contributions to the national defense. The policies set forth herein are designed to recognize the respective contributions and responsibilities of industry and Government toward the maintenance of an aviation industry of sufficient strength to provide the air power needed for national security.

* * * * *

2. Section 1001.453 (m) (1) is changed as follows:

(1) Contractual instruments which do no more than commit funds for engineering changes or provisioning items, whether or not there was any previous commitment for such items.

3. Section 1001.454 (c) (3) is deleted and succeeding subparagraphs are renumbered.

4. Section 1001.457 (a) (introductory text) and (3) are changed as follows:

§ 1001.457 *Authority to enter into, execute and approve contracts.* (a) The authority to enter into, manually execute or approve contracts has been delegated by the Director of Procurement and Production, Hq AMC, to the persons listed below. Awards made and contracts executed in excess of dollar limitations shown herein or as provided for in §§ 1001.458, 1001.459 and 1001.461, require approval of higher authority as set forth in Subpart E, Part 1053 of this chapter. In this respect, reference should be made to § 1001.480 which offers a ready guide to the delegations of Air Force procurement authority. Properly authorized letter contracts do not require manual approval, irrespective of dollar amount, except letter contracts for personal and professional services as described in § 1001.458 (see § 1003.405-3).

* * * * *

(3) Air attachés and chiefs of AF foreign missions. Authority is limited to making awards and approving contracts involving $100,000 or less. May authorize contracting officers, designated by them, to make awards and execute contracts involving $100,000 or less.

* * * * *

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1002—PROCUREMENT BY FORMAL ADVERTISING

1. Section 1002.201 is deleted and the following substituted therefor:

§ 1002.201 *Preparation of forms*—(a) *Invitation for bids*—(1) *Invitation number.* Each invitation issued will be assigned, and will contain in the space provided therefor, a number composed of: (i) The station number of the issuing office, followed by a dash, (ii) the last two numerals of the fiscal year in which the invitation is issued, followed by a dash, and (iii) the serial number of the invitation being issued. Only one series of numbers will be used under any one station number for each fiscal year, and the first invitation issued in each fiscal year will bear "1" as its serial number. A serial number once assigned to an invitation which has been distributed will not be used in the same fiscal year for any other invitation. Other numbers or letters will not be prefixed or suffixed to this number.

(2) *Date, hour, and place of opening.* The hour for opening of bids is of importance to bidders desiring to attend openings. Military timing by the 24-hour clock will not be used. Standard Time will be used in every instance; although a base is in a locality operating on daylight saving time, this fact will be ignored in establishing the hour of opening and Standard Time will be used, with this information stated in the invitation for bids.

Illustration: ---------- will be received at the above office until 11:00 o'clock a. m. eastern standard time ----------

IFB's will generally allow 30 days to intervene between the date of issuance and the date of opening of bids. A shorter period may be allowed, but no period of less than 10 days will be designated, except in case of emergency. The existence of such emergency will be determined by the contracting officer. When such emergency will not permit 10 days to intervene, the copy of the invitation furnished the Procurement Information Center will bear on its face the following certificate and appropriate reasons signed by the contracting officer:

I certify that the date shown hereon for the opening of bids cannot be a later date for the following reasons: ------------------ --

(b) *Schedule.* In addition to the information to be included in the Schedule, as set forth in § 2.201 (c) of this title, the following additional information and changes are authorized or required as specified, whenever applicable.

(1) *Discount provisions.* The discount provisions on the bid portion of Standard Form 33 and in the approximate center of the Schedule, Standard Form 31, relating to "10 calendar days," "20 calendar days," and "30 calendar days" may be deleted only when it is definitely known that final acceptance cannot be accomplished, or that payment cannot be effected within the period of time from date of delivery or from date of receipt of invoice, whichever is later. To accomplish this, the blanks referred to will be X-ed out and the word "none" inserted after "as follows." This authority will be used sparingly. In special cases where a prolonged acceptance test is necessary, and the invitation or specifications set a limiting date for acceptance that is more than 20 days after date of delivery, the provision in the form on computation of discount (Condition 7 on Reverse of Standard Form 30 and 33) may be changed by special provisions to read as follows: "Time, in connection with the discount offered, will be computed from the limiting date set herein for final acceptance." When the change is made, the limiting date for final acceptance must be stated in the invitation.

(2) Quantity of supplies or services to be furnished under each item, and any provision for quantity variation: Quantity variation includes requirements contracts (see § 1007.4028 of this chapter) and indefinite quantity call contracts (see § 1007.4039 of this chapter) as well as the standard type of variation in quantity provisions.

(3) Qualified products: The provision set forth in § 1002.505-2 will be used to meet the requirements of § 2.201 (c) (vi) of this title.

(4) Permission, if any, to submit telegraphic bids, invitations for bids which permit the submission of telegraphic bids will contain a provision that any bidder who submits a telegraphic bid must complete the required forms prior to award if he is the successful bidder. (For letter bids, see § 1002.301.)

(5) Special provisions:

(i) *Bids of partial quantities.* Condition 8 on the reverse side of Standard Forms 30 and 33 includes:

Unless otherwise provided in the schedule, bids may be submitted for any quantities less than those specified; and the Government reserves the right to make an award on any item for a quantity less than the quantity bid upon at the unit prices offered unless the bidder specifies otherwise in his bid.

Accordingly, if it is intended to make an award only on the basis of the quantities advertised, it will be necessary to make this provision inapplicable in the invitation for bids.

(ii) *Awards in groups or in the aggregate.* If it is intended to make an award in groups or in the aggregate, the invitation will so state.

(iii) *Increase or decrease.* When it is considered necessary in the interest of the Government to provide for an increase or decrease in the quantity specified in the invitation at the option of the Government, the maximum percentage of such increase or decrease will be specified by the contracting officer in the invitation. Such percentages will only in rare cases exceed 25 percent and should not in any case exceed 50 percent.

(iv) *Location of plant.* Invitations may provide for each bidder to indicate the location of the particular establishment or plant in which a contract will be performed, if awarded.

(v) *Percentage of subcontracting.* When a Facility Capability Report is contemplated, the IFB will contain the following clause: "Bidder represents that the estimated percentage of subcontracting contemplated on this procurement is ---- percent."

Note: The "percentage of subcontracting" will be reported as a percentage of the prime contractor's selling price. "Subcontracting" means only contracts for the production of or work upon an item, component, or assembly and does not include: (i) any purchase of a standard commercial or catalog item, (ii) any purchase of a basic raw material, (iii) any purchase of supplies or services for the general operation of the contractor's plant, or (iv) any purhcase from a parent, subsidiary, or affiliate of the contractor.

(vi) *Number of employees.* Invitations will provide that each bidder will indicate the number of persons employed, to comply with § 1.302-3 of this title.

(vii) *Approval of resulting contracts.* IFB's covering procurement which may exceed the delegated authority of the issuing contracting officer for which the resulting contract may require approval of higher authority, will include the following provision:

Approval. Any contract in excess of $(insert amount of delegated contracting authority of contracting officer issuing the invitation for bids) awarded as a result of this invitation shall contain the following approval clause: "This contract shall be subject to the written approval of the Secretary of the Air Force or his duly authorized representative and shall not be binding until so approved."

(viii) *Price escalation for basic steel, aluminum, brass, bronze or copper mill products.* See § 1002.250.

(ix) *Multiple awards.* IFB's which will be evaluated according to § 1002.406-3 (d) will include the following statement:

Notice to bidders. Bids will be evaluated on the basis of advantages or disadvantages to the Government that might result from making multiple awards. For this purpose, the cost of issuing an advertised contract is estimated to be $50. Accordingly, where several items are included in an invitation for bid and, after opening bids, it is ascertained that no one responsible bidder submitted the lowest price on each of the items, the $50 factor of whether it will be to the best interest of the Government to make multiple awards will be considered, other factors being equal.

(x) *Progress payments.* (*a*) Whenever, incident to formal advertising, the contracting officer considers: (*1*) That the period between the beginning of work and the required first production delivery will exceed 6 months, or (*2*) that progress payments will be useful or necessary by reason of unusual circumstances that will involve substantial accumulation of pre-delivery costs that may have a material impact on a contractor's working funds (including but not limited to substantial small business set asides expected to involve a relatively large pre-delivery accumulation of materials, purchased parts, or components) the IFB will include the following provision:

Notice to Bidders

PROGRESS PAYMENTS

The need for progress payments conforming to regulations (22 F. R. 826-838; Code of Federal Regulations, Title 32, Ch. 1, Subch. 9, Part 82; AR 715.6, NPD 31, AFR 173-133) will not be considered as a handicap or adverse factor in the award of a contract hereunder. Bidders desiring progress payments in accordance with the Progress Payments clause attached hereto, shall include a written request therefor in their bids, and bids including requests for progress payments will be evaluated on an equal basis with bids not including a request for progress payments. Copies of pertinent regulations cited above are available for examination at the office issuing this invitation for bids. The Progress Payments clause attached hereto conforms to such regulations. If a bid does not contain a request for progress payment provision, the Progress Payments clause will not be included in the contract as awarded.

Note: (1) The above provision will not be used on construction contracts providing for progress payments based on a percentage or stage of completion.

(2) When the above provision is included in an IFB, the Progress Payments—Total Cost clause contained in §1058.306-1 of this chapter will be attached to the invitation.

(3) In "Small Business Restricted Advertising" (See § 1.706-5 of this title), the percentage stated throughout the Progress Payments—Total Cost clause § 1058.306-1 of this chapter will be 75 percent.

(4) Whenever it is intended that the contractor is to be reimbursed for progress payments to subcontractors the clause set forth in § 1058.306-3 of this chapter will be included in the schedule.

(*b*) Whenever the contracting officer determines that Progress Payments are not appropriate in connection with a particular procurement in accordance with the criteria set forth above the following statement will be included in the IFB:

Progress Payments are not available under this invitation for bids and bids conditioned upon the making of Progress Payments will be considered nonresponsive. This does not preclude payments for partial deliveries as otherwise authorized in the General Provisions.

(xi) *Advance payments.* The following statement will be included in every IFB:

Notice to Bidders

ADVANCE PAYMENTS

The need for advance payments conforming to regulations (22 Federal Register 821-826, 834-836; Code of Federal Regulations, Title 32, Ch. 1, Subch. 9, Part 82, AR 715-5, NPD 31, AFR 173-133) will not be considered as a handicap or adverse factor in the award of contracts. Awards will be made only to responsible bidders (§§ 1.307 and 2.406 of this title). To qualify for advance payments, responsible bidders must (1) request advance payment provision, and (2) demonstrate that no other means of adequate financing is available. There must also be a written determination approved by the Deputy for Contract Financing to the Assistant Secretary of the Air Force (Financial Management), that (a) the production or service is essential and (b) no other contractor is readily available without prejudice to the national defense, upon terms satisfactory to the Government. If advance payments are requested, and approved by above referenced authority, the terms and conditions for advance payments will be as determined by such authority.

Note: See § 1058.708 of this chapter for procedures in processing requests for advance payments and determinations referenced in above "Notice to Bidders."

(6) Special provisions relating to Government-furnished property and to the use of Government property in the bidder's possession under a facilities contract or other agreement independent of the IFB.

(i) The property to be furnished by the Government for performance of the contract will be described in the schedule or specification.

(c) *Availability and identification of specifications*—(1) *Formal specifications.* Every item on an IFB which is covered by drawings, plans, or specifications will contain a reference to all applicable drawings, plans, and specifications. (See § 1001.305 of this chapter for a listing of the various types of specifications in order of preference.) At least one copy of each referenced drawing, plan, or specification will be on file at the AF installation which issues the IFB prior to such issuance. When bids are invited on an item to be supplied according to drawings, plans, or specifications, and when distribution to prospective bidders of the applicable drawings, plans, and specifications with the IFB, or upon request, is impracticable, the IFB will state the exact mailing address of all locations where the IFB, containing a complete set of drawings, plans, and specifications, will be available for public display and examination.

(2) *Description of authorized alternate bids.* The IFB may request that alternate bids be submitted on the basis of several different items or qualities of material; for example: (i) Where the Government wants to use a specific grade of material but the bids for that grade may be so high as to require the use of less expensive material, or (ii) where the Government wishes to have a certain quantity of work done, or items delivered, but the cost of such work or items may be so high that the Government's interest will require procurement of a lesser quantity. Similarly, the Invitation for Bids may request alternate bids in situations where two different items will be equally acceptable to the Government depending upon relative price. (See § 1002.2003-6.) However, alternate bids which are authorized in the IFB must be stated with a reasonable degree of preciseness to assure that the same degree of competition is obtainable on the alternate bids as is obtainable on the basic item described.

(d) *General provisions or conditions.* (1) The IFB will include general provisions according to the appropriate subpart of Part 1007 of this chapter, and any special conditions necessary to describe the Government's requirements fully, such as, but not limited to, the following:

(i) Kind of packing required.

(ii) Special marking of packages, boxes, invoices, etc.

(iii) Conditions of inspection.

(iv) Special factors to be used in evaluation of bids covering such areas as quality, qualifications and experience of bidders, financial and technical ability, cost of inspection, etc.

See Subparts A and T of this part.

(2) When procurement is effected by formal advertising, price redetermination clauses (as distinguished from escalation clauses) will not be inserted in the IFB or in any resulting contract. (See § 1002.104–50.)

(3) IFB's for the disposal of edible garbage will also contain the following provision:

> Prior to award the bidder agrees to furnish a certification from an Animal Disease Eradication Branch representative of the U. S. Department of Agriculture that he possesses adequate and approved garbage sterilization equipment. In the event of an acceptance of his bid by the Government, the bidder warrants that all garbage received under the contract will be sterilized not less than 30 minutes at 212° F. before being fed to swine.

2. In § 1002.406–3, paragraphs (g) (1) through (3) are added as follows:

(g) *Contract financing assistance.* (1) See § 1058.102 of this chapter for statement of AF policy.

(2) See § 1002.201 (b) (5) (x) (*a*) for provision to be included in IFB's when progress payments are to be offered in connection with the procurement and § 1002.201 (b) (5) (x) (*b*) when such a provision is not contained in the IFB.

(3) See § 1002.201 (b) (5) (xi) for provision to be included in all IFB's with respect to advance payments.

3. Section 1002.408–50 is deleted and the following substituted therefor:

§ 1002.408–50 *Preparation and transmittal of synopses of contract awards report*—(a) *General.* All base procurement activities, AMC field procurement activities and purchasing offices within Deputy Director/Ballistic Missiles and Electronics Defense Systems Division, Hq AMC, will prepare and forward one copy of the synopses report to the addressees listed below. The report will be forwarded before the close of business at the end of each week. It will be sent by airmail or ordinary mail, which ever is considered most expeditious, to the offices set forth in subparagraphs (1) and (2) of this paragraph. Reports will be handcarried or sent through base mail channels, which ever is considered most expeditious, to the office set forth in subparagraph (3) of this paragraph. It will contain a brief description of the item (which will include the Federal USAF Stock Number, or Project Identification Number, where applicable), quantity, IFB or RFP number, amount of award, name of contractor and address and in addition, on competitively negotiated contracts, the information set forth in paragraph (b) of this section. Negative summaries are not required.

(1) U. S. Department of Commerce, 433 West Van Buren Street, Room 1300, Chicago 7, Ill.

(2) Procurement Information Center, Office of Deputy Chief of Staff for Logistics, Department of the Army, Room 732, Old Post Office Building, Washington 25, D. C.

(3) Public Information Office at the activities preparing the synopses.

(b) *Negotiated contracts.* On all negotiated contracts which require synopsizing, the number of prospective bidders solicited, the number of proposals received, and the name and address of each bidder receiving an award, will also be furnished.

4. Section 1002.409 is added as follows:

§ 1002.409 *Advance payments.* Requests from contractors for advance payments on contracts resulting from formal advertising will be processed according to Subpart G, Part 1058 of this chapter.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301–2314, 70A Stat. 127–133; 10 U. S. C. 2301–2314)

PART 1003—PROCUREMENT BY NEGOTIATION

1. Section 1003.101–53 (e) (5), is added as follows:

(5) Contain a provision to the effect that progress payments will be made in conformity with regulations, and that the need for advance or progress payments conforming to regulations will not be considered as a handicap or adverse factor in the award of contracts. This subparagraph is not applicable to procurements for off-the-shelf items or any local purchase contract in the amount of $25,000 or less. See § 1058.102 of this chapter for statement of policy.

2. Section 1003.217–2 is deleted and the following substituted therefor:

§ 1003.217 *Otherwise authorized by law.*

§ 1003.217–2 *Application.* (a) Except as indicated in paragraphs (b), (c), (d), and (e) of this section, contracts will be negotiated under authorities other than those set forth in Subpart B, of this part, only upon the approval of the Secretary.

(b) Transportation services by common carriers will be negotiated under authority of section 321, Part III, Interstate Commerce Act, September 18, 1940, U. S. C. 65.

(c) Procurements negotiated pursuant to section 406 of Title IV of Public Law 345 (84th Congress), do not require Secretarial approval under 10 U. S. C. 2304 (a) (17).

(d) Blind-made supplies purchased through National Industries for the Blind as prescribed in § 5.504–2 of this title, will be negotiated under authority of the Act of 25 June 1938, c. 697, section 3, 52 Stat. 1196 (41 U. S. C. 48).

(e) Contracts for partial or total set-asides for small business made pursuant to a joint determination by the Air Force and the Small Business Administration (including contracts entered into pursuant to "Small Business Restricted Advertising") will cite as authority 10 U. S. Code 2304 (a) (17) and section 214, Small Business Act of 1953, as amended. See § 1.706–7 of this title.

3. Add new Subpart C—Determination and Findings:

§ 1003.303 *Determinations and findings by the head of a procuring activity signing as "a Chief Officer responsible for procurement."* (a) By § 3.303 of this title the Commander, AMC, is authorized to make determinations and findings required by 10 USC 2307, in support of incentive type, cost type, and cost-plus-a-fixed-fee type contracts.

(b) The Director of Procurement and Production, Hq AMC, has been redelegated this authority, with power of redelegation, provided such determinations and findings will not, in any event, be made by the contracting officer for the procurement involved.

(c) The authority vested in the Director of Procurement and Production, Hq AMC, to make determinations and findings supporting the use of cost type and cost-plus-a-fixed-fee type contracts (including those providing for incentive adjustment of fee) and fixed-price contracts which include special incentive provisions for redetermination of the fixed fee has been redelegated to the following, subject to the provisions of paragraph (d) of this section:

(1) Deputy Director/Procurement and Assistant Deputy Director/Procurement, Hq AMC.

(2) Chiefs and deputy chiefs of buying divisions, Hq AMC (including Industrial Resources Division for facility contracts).

(3) Chief and Deputy Chief, Preparedness Branch, Industrial Resources Division, Hq AMC, for facility contracts.

(4) Chiefs and deputy chiefs of branches within buying divisions, Hq AMC, for research and development contracts.

(5) Commanders of AMC field procurement activities with power of redelegation not below the deputy director of procurement and production.

(6) Commander, ARDC, with respect to research and development procurement (excludes local purchase), with power of redelegation.

(7) Chief, Electronics Defense Systems Division, with power of redelegation to the Deputy Chief, Electronics Defense Systems Division.

(8) Deputy Director/Ballistic Missiles. Redelegation may be made to not below the level of the Chief, Procurement Staff Division.

(d) The delegations set forth in paragraph (c) of this section are subject to the following limitations:

(1) No person will exercise the authority redelegated if he is himself the contracting officer in the procurement involved.

(2) The officials to whom authority is redelegated will exercise such authority only within the jurisdictional limits of their respective duty assignments.

(e) The Director of Procurement and Production, Hq AMC, has delegated to the Director, Air Force Academy Construction Agency, the authority to make determinations and findings supporting the use of cost type and cost-plus-a-fixed fee type contracts (except those for procurement of items in production quantities), and fixed-price contracts which include special incentive provisions for redetermination of the fixed price, provided the delegatee is not the contracting officer in the procurement involved.

(f) Delegation to the Air Training Command with respect to making determinations and findings supporting the use of a cost type or cost-plus-a-fixed-fee type contract is set forth in Subpart D, Part 1001 of this chapter.

(g) The Director of Procurement and Production, Hq AMC, has delegated authority to make findings and determinations supporting the use of cost-plus-a-fixed-fee type contracts for procurement of maintenance and overhaul services only to the Commander and Deputy Commander, AMFPA, and the Commander and Deputy Commander, AMFEA. Further redelegation may be made to not below the level of a staff officer responsible for procurement within the headquarters of the first echelon of command immediately subordinate to AMFPA or AMFEA. The authority is subject to the limitations set forth in paragraph (d) of this section.

4. Section 1003.405–50 is added as follows:

§ 1003.405–50 *Open contract (OC)*—(a) *Description.* Open Contracts do not obligate the Government to order any supplies or services but do contain either general or detailed descriptions of the supplies or services which the Government may order during a specified period of time. No prices are contained in the contract, but provision is made for the method by which pricing is to be effected. As in the case of call contracts, funds are obligated and quantities are established by each order and not by the contract itself.

(b) *Applicability.* An open contract offers a means of expeditious contractual coverage where quantity, delivery, specific items, and price are not presently known but where recurring emergency requirements for similar supplies and services are anticipated. This type of contract should not be used where firm requirements for future supply can be computed sufficiently in advance to permit a definite quantity contract.

(c) *Limitations.* (1) The open contract is not authorized for use by local purchase activities and foreign procurement activities. Further, the use of open contracts by AMC field procurement activities requires prior approval by the director of procurement and production at the respective AMC field procurement activity.

(2) Open contracts will be written for a period not exceeding 12 months; provided, however, in the case of open contracts expiring June 30 of any year, replacing open contracts may be written for either 15 or 18 months to avoid ending with a fiscal year; but thereafter the subsequent replacing contract will be written for a period not exceeding 12 months.

(3) Any order using 1 year funds will be supported by fiscal year funds in effect at the date of the order.

(d) *Contract clause.* See Subpart Z, Part 1007, of this chapter.

(e) *Standardized use of open contracts.* (1) AMA's (hereinafter called requiring AMA's) anticipating requirements for open contracts with contractors under the contract administration responsibility of other AMA's (hereinafter called administering AMA's) and AF depots anticipating requirements for open contracts will submit the following information to the AMA administering a potential contractor:

(i) Name of potential contractor with whom the open contract will be written. (When appropriate specify the particular division of the company involved.)

(ii) AF property class designation(s) of item(s) to be procured and general item description(s).

(iii) Estimated dollar value of FY requirements.

(iv) Information to support the necessary determination and finding according to the provisions of Subpart B of this part.

(2) When the information in subparagraph (1) of this paragraph indicates at least two requiring AMA's or AF depots anticipate the same contractor as a source of supply, the procuring contracting officer in the administering AMA will execute the determination and finding and write the open contract. Copies of the determination and finding will be distributed to the requiring AMA's/depots and will be used to support all orders placed under the contract. The open contract should not be executed in the first instance if there are not adequate factual circumstances to support all of the anticipated orders under the open contract.

(3) When an administering AMA determines that one of its contractors is anticipated as a source of supply by only one AMA or AF depot, it will authorize in writing the requiring AMA or AF depot to write and distribute its own open contract.

(4) Only those AMA's and depots for which a contract has been written under the provisions of subparagraph (2) of this paragraph are authorized to issue orders against that contract. Other AMA's and depots must request permission to issue orders from the administering AMA. In either event copies of the determination and finding must be obtained from the administering AMA to support the order(s) to be issued.

5. Section 1003.606–1 is deleted and the following substituted therefor:

§ 1003.606–1 *General.* The blanket purchase agreement method will be used to the greatest extent practicable. Each separate request placed against a blanket agreement must be placed after conduct of negotiation and justification appropriate to the action, except where the order is for $100 or less and price is known to be reasonably competitive. In every case when a request is made, whether orally or by informal memorandum, the applicable request number and name of person placing the request will be furnished the vendor at the time the request is placed, in order that he may ascertain that the request is proper against the blanket agreement.

6. Section 1003.606–3 is deleted and the following substituted therefor:

§ 1003.606–3 *Conditions for use.* The maximum period of time covered by a blanket purchase agreement will not exceed 3 months or extend beyond the end of the fiscal quarter in which issued. The maximum aggregate amount of requests to be issued against one blanket purchase agreement will not exceed $15,000. To eliminate an unnecessary administrative burden, no requests will be placed against blanket purchase agreements unless delivery can be accomplished within the effective period of the agreement.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301–2314, 70A Stat. 127–133, 10 U. S. C. 2301–2314)

PART 1006—FOREIGN PURCHASES

1. Add new Subpart C—Duty and Customs, as follows:

SUBPART C—DUTY AND CUSTOMS

§ 1006.302 *Emergency purchases of war material abroad.*

§ 1006.302–1 *General.* Reference in this subpart to articles, supplies, and materials which are to be imported into the United States means "emergency purchases of war material," as defined in §§ 6.302–2 and 6.302–3 of this title.

(a) In connection with materials acquired by Government contractors abroad, great care will be taken to assure that duty-free entry is permitted only when the Department of the Air Force will receive all benefits of such duty-free importation.

(b) For exemptions from customs duties in foreign countries where agreements have been signed, see Subpart T, Part 1011 of this chapter.

(c) Instructions in this subpart directed to administrative contracting officers apply also to local purchase contracting officers.

§ 1006.302–5 *Duty-free entry certificate.* The Director of Transportation and Services, Hq AMC, has been delegated by the Commander, AMC, authority to execute duty-free entry certificates in the form set forth in § 6.302—5 of this title for emergency purchases of war materials, as defined in §§ 6.302–2 and 6.302–3, of this title, with power of redelegation to such other officers and civilian officials of the Air Force, including field transportation officers as he considers necessary.

(a) Pursuant to the foregoing, specific individuals may be delegated authority to execute duty-free certificates. AF commanders concerned will submit requests for such authority on AFPI Form 8, "Application for Delegation of Authority to Execute Customs Documents," to the Commander, AMC, attn: MCTR, Wright-Patterson Air Force Base, Ohio. Where the administrative contracting officer can perform this function more expeditiously, a delegation of such authority may be requested from MCTR through Contract Administration Staff Branch (MCPPCC), Hq AMC.

(b) Duty-free entry certificates will be executed by authorized transportation personnel only after the administrative contracting officer (with the exception of those administrative contracting officers authorized to execute certificates) has furnished the following information to the transportation officer having jurisdiction in the respective territory:

(1) Contract or purchase order number.

(2) Contractor and address (prime and foreign).

(3) Articles and the value thereof.

(4) FOB terms of contract.

(5) Destination and approximate shipping date schedule.

(6) A statement in writing that materials, parts, or components being shipped are entitled to entry free of duty pursuant to 10 U. S. C. 2383, Subpart C of Part 6 of this title, and any applicable regulations of the Bureau of Customs. If materials, parts, or components entitled to entry free of duty are to be incorporated into an end item to be delivered to the Government under a specific prime contract, this statement of the administrative contracting officer will be made contingent upon: (i) Consignment of these materials, parts, or components to the responsible AF plant representative or chief, air procurement district, in charge of the prime contract, and, (ii) upon the ability of the Government under the terms of the prime contract to obtain benefit of savings of such duty-free entry.

(c) Duty-free entry certificates and the following Bureau of Customs forms will be prepared in the manner prescribed.

(1) Customs Forms 7501, "Consumption Entry" in quintuplicate.

(2) Customs Form 7501A, "Consumption Entry Permit" in triplicate.

(3) Customs Form 6417, "Summary of Entered Values" in triplicate.

§ 1006.350 *Import shipments.* (a) Ordinarily, materials purchased FOB destination are not entitled to free entry. However, there may be provisions in contracts reading otherwise. (See § 1006.302-1 (a).) Contracting officers and transportation personnel will maintain close liaison. (See § 1006.302-5 (b).)

(b) Materials purchased aboard FOB carriers' equipment, origin (except oversea shipments), will be cleared by agents of the United States Government authorized by redelegation. When information requested in § 1006.302-5 (b) is made available to such agent of the Air Force, the agent will immediately contact the contractor informing him that the shipper must:

(1) Prepare and mail to the United States Collector of Customs at the port of entry through which shipment will move, memorandum copy of the bill of lading showing contract number, car initials and number, or motor vehicle identification, in addition to other normal information and consular invoice.

(2) Annotate papers: "Military, Free Entry, to be claimed under section 12, Public Law 413, 80th Congress."

(c) Transportation officers and administrative contracting officers authorized by MCTR to execute certificates will extract one copy of the above completed forms for their permanent record, and send the balance of original and duplicate copies to the collector of customs at the port of entry (place where shipment enters country). One copy of the completed forms prepared by the contracting officer will be sent to the transportation officer, to be filed with the applicable bill of lading. Customs Form 7501 will bear the following certificate:

> I certify that the procurement of this material constituted an emergency purchase of war material abroad by the Department of the Air Force and it is accordingly requested that such material be admitted free of duty, pursuant to the Act of 30 June 1914 (34 U. S. C. 568) or section 12 of the act of February 19, 1948 (5 U. S. C. 219b, 626e).
>
> (Name)
>
> (Title)
>
> Who has been designated to execute free entry certificates for the above-named Department.
>
> (Grade) (Organization)

(d) If commanders are operating flights between foreign countries, pilots must execute Customs Form 6417, in quintuplicate, leaving one copy at base from which executed and depositing the remaining four copies with the collector of customs at the port of entry.

(e) Articles of United States manufacture which have not been purchased abroad but are being returned to the United States either for repairs or because of material surplus, or which are being returned to United States custody after their purpose has been served, must be covered by the appropriate customs entry and will be certified on customs Form 7501 as follows:

> I certify that the articles covered by this entry for which free entry is claimed under paragraph 1615 (a), Tariff Act of 1930, as amended, are the growth, produce, or manufacture of the United States, and have been returned to the United States without having been advanced in value or improved in condition by any process of manufacture or other means, and that no drawback has been or will be claimed on such articles.
>
> (Name)
>
> (Title)
>
> Who has been designated to execute free entry certificates for the above-named Department.
>
> (Grade) (Organization)

(f) Personnel authorizing the return of materials from foreign countries will furnish destination transportation officers with sufficient information and/or documents, similar to the information outlined in § 1006.302-5 (b), so that they may be promptly cleared through customs.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1007—CONTRACT CLAUSES

1. Section 1007.104-19 is added as follows:

§ 1007.104-19 *Cargo preference act.* See § 7.104-19 of this title.

2. Section 1007.104-55 is added as follows:

§ 1007.104-55 *Approval of overtime and extra shifts.* According to the requirements of § 1012.102-3 (c) of this chapter, insert the applicable clause as set forth in subparagraphs (1) and (3) thereof.

3. Section 1007.203-25 is added as follows:

§ 1007.203-25 *Soviet controlled areas.* See § 7.203-25 of this title.

4. Section 1007.204-17 is added as follows:

§ 1007.204-17 *Cargo preference act.* See § 7.204-17 of this title.

5. Section 1007.204-54 *Reproduction and use of technical data,* is deleted.

6. Section 1007.204-55 is added as follows:

§ 1007.204-55 *Financial status report of contract.* When required, insert the following clause:

FINANCIAL STATUS REPORT OF CONTRACT

(a) On or before the thirtieth day of the month following the end of each calendar quarter or fiscal quarter of the contract or, until the performance of work under this contract is completed, the contractor shall submit to the contracting officer, on forms furnished by the contracting officer, a report of the financial status of the contract, as of the end of such quarter. Such form may require, with respect to each item of work under this contract, the information called for by DD Form 1097, January 1, 1958, or by an amended form calling for substantially the same information. The contracting officer may extend the time for filing said report for a period not to exceed ten working days. In addition to the quarterly report, required pursuant to this clause, the contracting officer may require in writing one report of such a nature from the contractor, as of the end of a month.

(b) This clause does not modify the obligations of the contractor under the clause of this contract entitled ("Limitation of Cost"); however, if the contractor so designates on the report, information required in connection with notifications required by such clause may be furnished through the report required by this clause.

7. Section 1007.303-25 is deleted and the following substituted therefor.

§ 1007.303-25 *Data and copyrights.* Insert the clause set forth in § 9.203-1 of this title.

8. Section 1007.304-8 is deleted.

9. Section 1007.403-4 (a) (1) is deleted and the following substituted therefor:

(1) *Salaries and wages.* Expenditures by the contractor for the salaries and wages of its personnel and borrowed personnel directly engaged in the performance of work hereunder and properly allocable thereto including salaries and wages for vacation and sick leave pay of its personnel pursuant to the established practice of the contractor, plus Federal and State social security taxes paid by the contractor and properly allocable to such salaries and wages: *Provided, however,* That except as otherwise provided in this contract, the cost of differential wage or overtime will be allowed as an item of cost hereunder only to the extent approved in writing by the Contracting Officer. Cost of overtime shall mean the entire cost thereof including both the straight time base and premium portions.

10. Section 1007.404-5 is deleted.

11. Section 1007.404-17 is added as follows:

§ 1007.404–17 *Financial status report of contract.* Insert the clause set forth in § 1007.204–55.

12. Section 1007.503–10 is deleted.

13. Section 1007.504–2 is added as follows:

§ 1007.504–2 *Data and copyrights.* According to the instructions of Subpart B, Part 9 of this title and Subpart B, Part 1009 of this chapter, insert the appropriate clauses set forth therein.

14. Section 1007.504–50 is deleted.

15. Section 1007.2104–8 is deleted and the following substituted therefor:

§ 1007.2104–8 *Data and copyrights.* According to the instructions of Subpart B, Part 9 of this title and Subpart B, Part 1009 of this chapter, insert the appropriate clauses set forth therein.

16. Section 1007.2104–10 is deleted.

17. Section 1007.2204–4 is deleted and the following substituted therefor:

§ 1007.2204–4 *Data and copyrights.* According to the instructions of Subpart B, Part 9 of this title, and Subpart B, Part 1009 of this chapter, insert the appropriate clauses set forth therein.

18. Section 1007.2204–7 is deleted.

19. Section 1007.2207–1 is deleted.

20. Section 1007.2504–3 is deleted and the following substituted therefor:

§ 1007.2504–3 *Contract clauses for incorporation by reference.* (a) The provisions of the contract clauses set forth in the following Sections of Chapter I of this title (Armed Services Procurement Regulation) in effect on the date hereof and the additional clauses which are made a part of this Letter Contract in Exhibit "A" are hereby incorporated into this letter contract by reference with the same force and effect as though herein set forth in full:

Sections 7.103–1 (Definitions); 7.103–2 (Changes); 7.103–3 (Extras); 7.103–4 (Variation in Quantity); 7.103–5 (Inspection); 7.103–6 (Responsibility for Supplies); 7.103–8 (Assignment of Claims); 7.103–9 (Additional Bond Security); 11–401 (Federal, State and Local Taxes); 7.103–12 (Disputes); 7.103–13 (Renegotiation); 7.103–14 (Buy American Act); 12.303–1 (Eight-Hour Law of 1912); 12.604 (Walsh-Healey Public Contracts Act); 12.802 (Nondiscrimination in Employment); 7.103–19 (Officials Not To Benefit); 7.103–20 (Covenant Against Contingent Fees); 7.104–10 (Aircraft in the Open); 7.104–12 (Military Security Requirements); 7.104–14 (Utilization of Small Business Concerns); 7.104–15 (Examination of Records); 7.104–16 (Gratuities); 7.104–18 (Priorities, Allocations and Allotments); 12.203 (Convict Labor); 9.104 (Notice and Assistance Regarding Patent Infringement); 9.110 (Reporting of Royalties); 9.106 (Filing of Patent Applications); 9.102–1 (Authorization and Consent); 9.107–1 (Patent Rights); 9.203–1 (Rights in Data—Unlimited); and 13.502 (Government-Furnished Property).

21. Section 1007.2505–3 is deleted and the following substituted therefor:

§ 1007.2505–3 *Contract clauses incorporated by reference.* (a) The provisions of the contract clauses set forth in the following sections of Chapter I of this title (Armed Services Procurement Regulation) in effect on the date hereof, and the additional clauses which are made a part of this letter contract in Exhibit "A" are hereby incorporated into this letter contract by reference, with the same force and effect as though herein set forth in full:

Sections 7.103–1 (Definitions); 7.203–2 (Changes); 7.203–5 (Inspection of Supplies and Correction of Defects); 7.103–8 (Assignment of Claims); 7.103–13 (Renegotiation); 7.203–7 (Records); 7.203–8 (Subcontracts); 7.104–14 (Utilization of Small Business Concerns); 7.103–12 (Disputes); 7.103–14 (Buy American Act); 12.203 (Convict Labor); 12.303–1 (Eight-Hour Law of 1912); 12.604 (Walsh-Healey Public Contracts Act); 12.802 (Nondiscrimination in Employment); 7.103–19 (Officials Not To Benefit); 7.103–20 (Covenant Against Contingent Fees); 13.503 (Government Property); 7.203–22 (Insurance Liability to Third Persons); 7.104–12 as modified by 7.204–12 (Military Security Requirements); 7.104–16 (Gratuities); 7.104–18 (Priorities Allocations and Allotments); 9.104 (Notice and Assistance Regarding Patent Infringement); 9.106 (Filing of Patent Applications); 9.110 (Reporting of Royalties); 9.102–1 (Authorization and Consent); 9.107–1 (Patent Rights); 9.203–1 (Rights in Data—Unlimited).

22. Section 1007.2604–8 is deleted and the following substituted therefor:

§ 1007.2604–8 *Data and copyrights.* According to the instructions of Subpart B, Part 9 of this title and Subpart B, Part 1009 of this chapter, insert the appropriate clauses set forth therein.

23. Section 1007.2604–9 is deleted.

24. Section 1007.2703–3 is deleted and the following substituted therefor:

§ 1007.2703–3 *Subcontracts.* Insert the following clause, except that (a) paragraph (g) of the clause will not be included in contracts with non-profit contractors, and (b) the words "which will cost in excess of $1,000." will be inserted after the words "any item of industrial facilities" in paragraph (b) (iii) of the clause in contracts with non-profit research and development institutions."

SUBCONTRACTS

(a) The Contractor shall give advance notification to the Contracting Officer of any proposed subcontract hereunder which (i) is on a cost or cost-plus-a-fixed-fee basis, or (ii) is on a fixed-price basis exceeding in dollar amount either $25,000 or five percent (5 percent) of the total estimated cost of this contract.

(b) The Contractor shall not, without the prior written consent of the Contracting Officer, place any subcontract which (i) is on a cost or cost-plus-a-fixed-fee basis, or (ii) is on a fixed-price basis exceeding in dollar amount either $25,000 or five percent (5 percent) of the total estimated cost of this contract, or (iii) provides for the fabrication, purchase, rental, installation or other acquisition, of any item of industrial facilities, or of special tooling having a value in excess of $1,000, or (iv) is on a time-and-material or labor-hour basis. The Contracting Officer may, in his discretion, ratify in writing any such subcontract; such action shall constitute the consent of the Contracting Officer as required by this paragraph (b).

(c) The Contractor agrees that no subcontract placed under this contract shall provide for payment on a cost-plus-a-percentage-of-cost basis.

(d) The Contracting Officer may, in his discretion specifically approve in writing any of the provisions of a subcontract. However, such approval or the consent of the Contracting Officer obtained as required by this clause shall not be construed to constitute a determination of the allowability of any cost under this contract unless such approval specifically provides that it constitutes a determination of the allowability of such cost.

(e) The Contractor shall give the Contracting Officer immediate notice in writing of any action or suit filed, and prompt notice of any claim made against the Contractor by any subcontractor or vendor which, in the opinion of the Contractor, may result in litigation, related in any way to this contract with respect to which the Contractor may be entitled to reimbursement from the Government.

(f) The Contracting Officer may approve all or any part of the Contractor's purchasing system and from time to time rescind or reinstate such approval. Such approval shall be deemed to fulfill the requirements for obtaining the Contracting Officer's consent to subcontracts as prescribed in paragraph (b) above.

(g) Unless specifically agreed in writing to the contrary by the Administrative Contracting Officer at the time of placing a subcontract hereunder, the Contractor warrants that the items and work procured by subcontract hereunder if delivered or performed in accordance with the subcontract specifications will be suitable for the purpose for which procured. If such items or work conform to the subcontract specification, but are not suitable for the purpose for which procured, the cost thereof shall not be allowable; provided, however, if such items or work are modified so as to be made suitable for such purpose, the cost of the item or work, except the cost of modification, shall be allowable.

25. Section 1007.2703–7 (i) is deleted and the following substituted therefor:

§ 1007.2703–7 *Reimbursements.*

* * * * *

(i) Except as otherwise provided in this contract, the cost of differential wage or overtime will be allowed as an item of cost hereunder only to the extent approved in writing by the Contracting Officer. Cost of overtime shall mean the entire cost thereof including both the straight time base and premium portions.

26. In § 1007.3603, Items 1 through 7, Supplies, Services, and Transportation, are deleted and the following substituted therefor:

Item No.	Supplies, services, and transportation	Quantity estimated	Unit	Price unit	Amount
1	For a Type I Casket, supplies, services and all transportation within a 30 mile radius of the contractor's establishment, in accordance with Specifications A, B, C and D (except professional funeral services) of Part III.			EA	
2	For a Type II Casket, supplies, services and all transportation within a 30 mile radius of the contractor's establishment, in accordance with Specifications A, B, C and D (except professional funeral services) of Part III.			EA	
3	For transportation in a suitable funeral coach, ambulance, service car and/or passenger car when required to go beyond the 30 mile radius of the contractor's establishment, in accordance with Specification E of Part III.			EA (loaded mile).	
4	For professional funeral services in accordance with paragraph b of Specification D of Part III.				

If an AF Aerial Port of Entry is to be a using activity, the following will be added as an addendum to the Schedule:

5	For a Type I Casket, Shipping Case, touch-up services and removal of remains to the place where services will be performed in accordance with Specifications B, C, and F of Part III.			EA	
6	For a Type II Casket, shipping case, touchup services and removal of remains to the place where services will be performed in accordance with Specifications B, C, and F of Part III.			EA	
7	For transportation of remains in a suitable funeral coach or service car from the place where services were performed to the selected carrier terminal, in accordance with Specification G of Part III.			EA (per loaded mile).	
8	Touch-up services only (Government will furnish casket and shipping case) and removal of remains to the place where services will be performed in accordance with Specification F of Part III.			EA	

Calls for Items 5, 6, or 8 of the Addendum to the Schedule will be as directed by the contracting officer.

27. Section 1007.4029 is deleted and the following substituted therefor:

§ 1007.4029 *Guaranty clause for fixed-price contracts.* The following clause, which limits the contractor's liability under the "latent defects" provision of the Inspection clause to 6 months but increases the contractor's liability to include patent defects for 6 months, is authorized for use in any fixed-price contract for supplies or services, provided the contracting officer determines: (a) That the provision is in the best interest of the Government and (b) that the price being paid for the supplies or services will be no greater than without the clause. The stated period of 6 months may be increased if considered desirable by the contracting officer:

GUARANTY

(a) The Contractor guarantees that at the time of delivery thereof the articles and services provided for under this contract will be free from any defects in material (other than latent defects in "Government-furnished property," as described in the clause of this contract entitled "Government-Furnished Property") or workmanship and will conform to the requirements of this contract.

(b) Notwithstanding any other provision of this contract, final acceptance of the articles and services shall be conclusive except as regards (i) fraud; (ii) such gross mistakes as amount to fraud; or (iii) any defects or failure to conform with contract requirements (whether latent or patent) as to which the Government shall notify the Contractor within six (6) months after the date of final acceptance. The Contractor shall promptly remedy (either at its plant or at such other place as may be agreed upon between the Contractor and the Contracting Officer) any such defects or failures by correction or replacement at no increase in the contract price: *Provided*, That applicable tooling and drawings, if otherwise unavailable to the Contractor, are made available by order of the Government: *And provided further*, That the cost of any transportation in connection with the return of articles by reason of defects or failure to conform pursuant to (iii) above, for the purpose of such correction or replacement, shall be borne by the Government. Provisions of this clause shall be applicable with respect to any articles and services which the Contractor corrects or replaces pursuant to it.

(c) If the Government does not require correction or replacement of a defective or nonconforming article or services as provided for above, the Contractor, if required by the Contracting Officer within a reasonable time after the notice of defect or nonconformance, shall repay such portion of the contract price of the article or services as is equitable under the circumstances.

28. Section 1007.4032 is deleted.

29. Section 1007.4051 is deleted and the following substituted therefor:

§ 1007.4051 *Special provisions relating to Air Force equipment upon which work is to be performed*—(a) *Requirements and indefinite quantity contracts.* The clause set forth in this section will be inserted in all requirements and indefinite quantity contracts in which items are furnished by the Government for repair or modification to such items. The Schedule will identify the "Air Force equipment upon which work is to be performed" as distinct from Government-furnished property to be used in the performance of such work.

SPECIAL PROVISIONS RELATING TO AIR FORCE EQUIPMENT UPON WHICH WORK IS TO BE PERFORMED

(a) The Contractor's liability for Air Force equipment upon which work is to be performed by the contractor pursuant to this contract shall be subject to the terms and conditions as set forth in paragraph (f) of the clause of this contract entitled "Government-Furnished Property." * However, such equipment shall not be considered Government-furnished * property within the meaning and for the purposes of any other paragraph of that clause.

(b) The Contractor shall maintain adequate property control records of Air Force equipment furnished for repair or modification in accordance with the requirements of the "Manual for Control of Government Property in Possession of Contractors" (Appendix B, Armed Service Procurement Regulation) as in effect on the date of the contract, which manual is hereby incorporated by reference and made a part of this contract.

(c) Title to Air Force equipment furnished for repair or modification shall remain in the Government. The Contractor shall protect such equipment in accordance with sound industrial practice. The Government shall at all reasonable times have access to the premises wherein the Air Force equipment is located.

(b) *Definite quantity contracts.* The clause set forth in paragraph (a) of this section, with the addition of a paragraph (d) set forth in this paragraph, will be inserted in all definite quantity contracts in which items are furnished by the Government for repair or modification to such items. The Schedule will identify the "Air Force equipment upon which work is to be performed" as distinct from Government-furnished property to be used in the performance of such work.

(d) In the event the Air Force equipment furnished for repair or modification is not delivered to the Contractor by the time or times specified in the schedule, the Contracting Officer shall, upon timely written request made by the Contractor, make a determination of the delay occasioned the Contractor thereby, and shall equitably adjust the delivery or performance dates or the contract price,** or both, and any other contractual provision affected by such delay, in accordance with the procedures provided for in the clause of this contract entitled "Changes."

** Change "contract price" to "estimated cost, fixed fee" if the contract is of a cost-reimbursement type.

30. Section 1007.4053 is added as follows:

§ 1007.4053 *Notice of radioactive materials.* All aircraft missile, and major components contracts, and all other contracts for items which contain radioactive materials or which will become radioactive as a result of work accomplished under the contract, will contain the following clause.

NOTICE OF RADIOACTIVE MATERIALS

(a) The contractor shall advise the contracting officer in writing, or such office as the contracting officer may designate, prior to the delivery of any item or completion of any service called for under this contract, if such item or any item upon which service is performed contains radioactive material. Such notice shall specify the part or parts of the items which contain radioactive materials, a description of such materials, the name and strength of the isotopes, the manufacturer of the radioactive materials, and any other information known to the contractor which will put users of the items on notice of the hazards involved in their use.

(b) All items, parts or sub-assemblies which contain radioactive materials and all containers in which such items, parts, or sub-assemblies are delivered to the Government shall be clearly marked and labeled with a warning notice that radioactive materials are contained therein.

31. Section 1007.4303–16 is deleted.

32. Section 1007.4303–17 is deleted and the following substituted therefor:

§ 1007.4303–17 *Data and copyrights.* Insert the clause set forth in § 9.203–1 of this title.

33. New Subpart SS—Clauses for Fixed-Price Type Maintenance, Overhaul and Modification Contracts, is added as follows:

§ 1007.4500 *Scope of subpart.* This subpart sets forth clauses for use in fixed-price type maintenance, overhaul, and modification contracts, including such fixed-price contracts providing for reimbursement for parts and materials.

§ 1007.4502 *Definition.* As used throughout this subpart the term "maintenance, overhaul, and modification contract" means any fixed-price contract for the maintenance, modification, reconditioning, rehabilitation, or repair of Government property, except real property.

§ 1007.4503 *Required clauses.* The following clauses will be inserted in all fixed-price type maintenance, overhaul, and modification contracts:

§ 1007.4503–1 *Definitions.* Insert the clause set forth in § 7.103–1 of this title.

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* Change "Government-Furnished" to "Government" if the contract is of a cost-reimbursement type.

§ 1007.4503-2 *Changes.* Insert the following clauses:

CHANGES

(a) The Contracting Officer may, at any time, by a written order, and without notice to the sureties, if any, make changes in or additions to specifications, issue additional instructions, require modified or additional work or services within the general scope of the contract, or change the place of delivery or method of shipment or packing, or the amount of Government-furnished property. If any such change causes an increase or decrease in the cost of, or the time required for, performance of this contract, and equitable adjustment shall be made in the contract price or the time of performance, or both, and the contract shall be modified in writing accordingly. Any claim by the Contractor for adjustment under this clause must be asserted within sixty (60) days from the date of receipt by the Contractor of the notification of change; provided, however, that the Contracting Officer, if he decides that the facts justify such action, may receive and act upon any claim asserted at any time prior to final payment under this contract. Failure to agree to any adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes." However, nothing in this clause shall excuse the Contractor from proceeding with the contract as changed.

(b) Insert the clause Disposition of Inventory Resulting from Changes, set forth in ASPR 7-103.2 (b).

§ 1007.4503-3 *Inspection and quality control.* Insert the following clause:

INSPECTION AND QUALITY CONTROL

(a) The Contractor agrees that it will employ only qualified and competent employees in the performance of this contract, and that any items delivered under this contract will conform to the requirements of this contract and will not be defective in workmanship or material. The Contractor shall not be responsible for latent defects in Government Furnished Property.

(b) The Contractor shall provide and maintain an inspection system acceptable to the Government covering the material, fabrication methods, and the work and services hereunder. Records of all inspection work by the Contractor shall be complete and available to the Government at all reasonable times during performance of this contract and for such longer period as may be specified in the contract. The Contractor shall inform the inspector or Contracting Officer when the work is ready for inspection. The Government reserves the right to charge to the Contractor any additional cost of Government inspection and test when items are not ready at the time such inspection and test is requested by the Contractor.

(c) Except as otherwise provided in this contract, the Contractor's system of quality control during the performance of this contract shall be in accordance with the applicable provisions of Military Specification No. MIL-Q-5923, as in effect on the date of this contract, incorporated herein by reference, unless this contract is one of the types excluded by paragraph 1.2 of said specification.

(d) All services, material and workmanship shall be subject to inspection and test by the Government to the extent practicable at all times and places including the period of performance and in any event prior to final acceptance. Final inspection and acceptance by the Government of all the items (other than aircraft to be flown away, if any) to be furnished under this contract shall be at the plant or plants of the Contractor specified in the Schedule, or any other plant or plants approved for such purpose in writing by the Contracting Officer. The Contractor shall request any approval of such plant or plants as soon as practicable so as to permit the Government to make necessary arrangements for inspection and acceptance, and the Government is not obligated to make such final inspection and acceptance at any point so approved until a reasonable period after the date of such approval. The Contractor shall allow, at all reasonable times and places, Government inspectors and other personnel free access to the plant or plants and operations of the Contractor or any of its subcontractors engaged in the performance of this contract. If any inspection or test is made by the Government on the premise of the Contractor or a subcontractor, the Contractor without additional charge shall provide and shall require subcontractors to provide, all reasonable facilities and assistance as may be required for this work and for the safety and convenience of the Government personnel. All inspections and tests by the Government shall be performed in such a manner as not to unduly delay the work.

(e) The Government shall have the right to reject any parts or materials which are not in conformity with the requirements of this contract, or are otherwise defective in workmanship or material, or which are unsuited for the purpose intended, and require correction or replacement thereof at no additional charge to the Government. Corrected items or items tendered as replacements shall be subject to the provisions of this clause in the same manner and to the same extent as items originally tendered, and shall not be tendered for acceptance unless the former rejection and requirement for correction or replacement is disclosed. If the Contractor fails to proceed with reasonable promptness to replace or correct such rejected items, the Government (i) may by contract or otherwise replace or correct such items and charge to the Contractor any increased cost occasioned the Government thereby, or (ii) terminate this contract for default as provided in the clause of this contract entitled "Default."

(f) The inspection and test by the Government of any work or items does not relieve the Contractor from any responsibility regarding defects or other failures to meet the contract requirements which may be discovered prior to final acceptance. Except as otherwise provided in this contract, final acceptance shall be conclusive except as regards latent defects, fraud or such gross mistakes as amount to fraud.

(g) Unless otherwise provided herein, if any aircraft are required to be furnished to the Government hereunder and the same are to be flown away, such aircraft shall be finally inspected and accepted by the Government at flying field or fields to be approved by the Contracting Officer in the vicinity of the Contractor's plant or plants specified in the Schedule or at such other point as may be requested by the Contractor and approved for such purpose in writing by the Contracting Officer.

The following provision is for use in contracts which provide for separate reimbursement of parts or materials.

(h) Acceptance of parts or materials acquired by the Contractor for the Government as provided in the Schedule for separate reimbursement may be deferred until final item inspection. Notwithstanding the provisions in paragraph (e) above, in the event of defects in the item due to such parts or materials, the Government will pay the cost of replacement parts or materials, but the Contractor will bear the cost of replacement.

§ 1007.4503-4 *Payments.* Insert the following clause:

PAYMENTS

The Contractor shall be paid, upon the submission of invoices or vouchers, the prices stipulated herein for repaired, overhauled, or modified items which have been delivered and accepted hereunder, less deductions, if any, as herein provided. Unless otherwise specified, payment will be made on partial deliveries accepted by the Government when the amount due on such deliveries so warrants; or, when requested by the Contractor, payment for accepted partial deliveries shall be made whenever such payment would equal or exceed either $1,000 or fifty percent (50%) of the total amount of this contract.

If the contract provides for separate reimbursement of parts or materials the above paragraph will be numbered (a) and the following paragraphs added.

(b) To the extent that the provisions of the Schedule provide for reimbursement to the Contractor for costs of parts and materials, the Government shall pay to the Contractor such costs as are determined by the Contracting Officer to be allowable in accordance with Part 2, Section XV of the Armed Services Procurement Regulation as in effect on the date of this contract, subject to such further definition and limitations as may be included in the Schedule of this contract, and in accordance with the following:

(1) Only the cost of direct materials as defined in the Schedule hereof shall be allowable costs. Except as otherwise may be specified in the Schedule, allowable costs of direct material shall include only those costs which under the Contractor's established accounting procedure would be properly shown as value of inventory if such materials had been procured by the Contractor independently of this contract. Costs of purchasing, inventory handling, or other indirect and administrative expense will not be reimbursable as a cost of direct materials.

(2) Once each month (or at more frequent intervals, if approved by the Contracting Officer) the Contractor may submit to the Contracting Officer in such form and reasonable detail as required, an invoice or public voucher supported by a statement of cost incurred by the Contractor in the performance of this contract and claimed to constitute Allowable Cost. Each statement of cost shall be certified by an officer or other responsible official of the Contractor authorized by it to certify such statements.

(3) As promptly as may be practicable after receipt of each invoice or voucher and statement of cost, the Government shall, except as hereinafter provided and subject to the provisions of paragraph (4) below, make payment thereon as approved by the Contracting Officer.

(4) At any time or times prior to final payment under this contract the Contracting Officer may cause to be made such audit of the invoices or vouchers and statements of cost as shall be deemed necessary. Each payment theretofore made shall be subject to reduction to the extent of amounts included in the related invoice or voucher and statement of cost which are found by the Contracting Officer on the basis of such audit not to constitute Allowable Cost, and shall also be subject to reduction for overpayments or to increase for underpayments on preceding invoices or vouchers. On receipt of the voucher or invoice designated by the Contractor as the "completion voucher" or "completion invoice" and statement of cost, which shall be submitted by the Contractor as promptly as may be practicable following completion of the work under this contract but in no event later than one (1) year (or such longer period as the Contracting Officer may, in his discretion, approve in writing) from the date of such completion, and following compliance by the Contractor with all provisions of this contract (including, without limitation, provisions relating to patents and the provisions of paragraphs (5) and (6) of this clause), the Government

shall as promptly as may be practicable pay any balance of Allowable Cost.

(5) The Contractor and each assignee under an assignment entered into under this contract and in effect at the time of final payment under this contract shall execute and deliver at the time of and as a condition precedent to final payment under this contract, a release discharging the Government, its officers, agents, and employees of and from all liabilities, obligations, and claims arising out of or under this contract, subject only to the following exceptions:

(A) Specified claims in stated amounts or in estimated amounts where the amounts are not susceptible of exact statement by the Contractor.

(B) Claims for reimbursement of costs (other than expenses of the Contractor by reason of its indemnification of the Government against patent liability), including reasonable expenses incidental thereto, incurred by the Contractor under the provisions of the contract relating to patents.

(6) The Contractor agrees that any refunds, rebates, or credits (including any interest thereon) accruing to or received by the Contractor or any assignee which arise out of the performance of this contract and on account of which the Contractor has received reimbursement shall be paid by the Contractor to the Government. The Contractor and each assignee under an assignment entered into under this contract and in effect at the time of final payment under this contract shall execute and deliver at the time of and as a condition precedent to final payment under this contract, an assignment to the Government of refunds, rebates, or credits (including any interest thereon) arising out of the performance of this contract, in form and substance satisfactory to the Contracting Officer. Reasonable expenses incurred by the Contractor for the purpose of securing any such refunds, rebates or credits shall constitute Allowable Cost when approved by the Contracting Officer.

(7) If at any time the Contractor has reason to believe that costs reimbursable under this contract which it expects to incur in the next succeeding thirty (30) days, when added to all such costs previously incurred, will exceed eighty-five percent (85%) of the amount then set forth in the Schedule as the estimated cost for the reimbursable elements, or, if at any time the Contractor has reason to believe that the total of such reimbursable costs will be substantially greater or less than the amount then set forth in the Schedule as the estimate of such reimbursable costs, the Contractor shall notify the Contracting Officer in writing to that effect, giving its revised estimated total of such reimbursable costs.

(8) The Government shall not be obligated to reimburse the Contractor for costs incurred in excess of the estimated cost set forth in the Schedule, and the Contractor shall not be obligated to continue performance under this contract or to incur costs in excess of the estimated cost set forth in the Schedule, unless and until the Contracting Officer shall have notified the Contractor in writing that such estimated cost has been increased and shall have specified in such notice a revised estimated cost which shall thereupon constitute the estimated cost of performance of the cost-reimbursement elements of this contract. When and to the extent that the estimated cost set forth in the Schedule has been increased, any costs incurred by the Contractor in excess of such estimated cost prior to the increase in estimated cost shall be allowable to the same extent as if such costs had been incurred after such increase in estimated cost.

§ 1007.4503–5 *Assignment of claims.* Insert the clause set forth in § 7.103–8 of this title but see § 1007.103–8 of this chapter.

§ 1007.4503–6 *Federal, State and local taxes.* According to the instructions set forth in §§ 11.401–1 and 11.401–2 of this title insert the appropriate clause as set forth therein. Where contracts are to be performed in the State of California and the clause set forth in § 11.401–2 of this title is used, the following additional clause should be included:

> All prices set forth herein do not include any provision for California personal property taxes as are assessed or may be assessed either on special tooling, raw materials, components, work in progress or completed supplies, covered by this contract, title to which is invested in the Government pursuant to the provisions of this contract, or on the contractor's interest in or use of Government-owned property supplied or acquired under this contract. For the purposes of this clause, such taxes shall be considered taxes specifically excluded from price as provided by paragraph (b) of Clause (ASPR 11-401.2, 28 January 1958) and subject to the adjustments provided by paragraphs (b), (c), (d) and (e) of said clause.

§ 1007.4503–7 *Default.* Insert the clause set forth in § 7.103–11 of this title.

§ 1007.4503–8 *Disputes.* Insert the clause set forth in § 7.103–12 of this title.

§ 1007.4503–9 *Renegotiation.* Insert the clause set forth in § 7.103–13 of this title.

§ 1007.4503–10 *Buy American Act.* Insert the clause as set forth in § 7.103–14 of this title.

§ 1007.4503–11 *Eight Hour Law of 1912.* Insert the clause set forth in § 12.303 of this title.

§ 1007.4503–12 *Nondiscrimination in employment.* Insert the clause set forth in § 12.802 of this title, but see § 1012.804 of this chapter.

§ 1007.4503–13 *Officials not to benefit.* Insert the clause set forth in § 7.103–19 of this title.

§ 1007.4503–14 *Covenant against contingent fees.* Insert the clause set forth in § 7.103–20 of this title.

§ 1007.4503–15 *Termination for convenience of the Government.* Insert the clause set forth in § 1007.2103–16. If the contract provides for separate reimbursement of parts or materials the following paragraph (d) will be substituted for paragraph (d) of § 1007.2103–16:

> (d) Subject to the provisions of paragraph (c), the Contractor and the Contracting Officer may agree upon the whole or any part of the amount or amounts to be paid to the Contractor by reason of the total or partial termination of work pursuant to this clause, which amount or amounts may include a reasonable allowance for profit on work done, provided the contract terms do not otherwise prohibit the allowance of profit on any items thereunder. The contract shall be amended accordingly, and the Contractor shall be paid the agreed amount. Nothing in paragraph (e) of this clause, prescribing the amount to be paid to the Contractor in the event of failure of the Contractor and the Contracting Officer to agree upon the whole amount to be paid to the Contractor by reason of the termination of work pursuant to this clause, shall be deemed to limit, restrict, or otherwise determine or affect the amount or amounts which may be agreed upon to be paid to the Contractor pursuant to this paragraph (d).

§ 1007.4503–16 *Authorization and consent.* Insert the clause set forth in § 9.102–1 of this title except that if the contract calls for any experimental, developmental, or research work, the clause set forth in § 9.102–2 of this title may be inserted in lieu of the clause set forth in § 9.102–1 of this title.

§ 1007.4503–17 *Notice and assistance regarding patent infringement.* Insert the clause set forth in § 9.104 of this title.

§ 1007.4503–18 *Convict labor.* Insert the clause set forth in § 12.203 of this title.

§ 1007.4503–19 *Gratuities.* Insert the clause set forth in § 7.104–16 of this title.

§ 1007.4503–20 *Government-furnished property.* Insert the clause set forth in § 13.502 of this title. Whenever any maintenance, overhaul, or modification contract is initiated, awarded, and administered at base level, as distinguished from depot or AMC air materiel area level, the last sentence of paragraph (c) of this clause will be deleted. If the contract provides for separate reimbursement of parts or materials substitute the first three sentences of paragraph (b) of § 13.503 of this title for the first sentence of § 13.502 of this title, paragraph (c).

§ 1007.4503–21 *Subcontracts.* Insert the clause set forth in § 1007.4030 (b). If the contract contains a price redetermination article insert the clause set forth in § 1007.4042.

§ 1007.4503–22 *Utilization of small business concerns.* Insert the clause set forth in § 7.104–14 of this title.

§ 1007.4503–23 *Disposition of inventory resulting from changes.* Insert the clause set forth in § 7.103–2 (b) of this title.

§ 1007.4503–24 *Special provisions relating to Air Force equipment upon which work is to be performed.* Insert the clause set forth in § 1007.4051. The Schedule will identify the "Air Force equipment upon which work is to be performed" as distinct from Government-furnished property to be used in the performance of such work.

§ 1007.4504 *Clauses to be used when applicable.*

§ 1007.4504–1 *Military security requirements.* According to the requirement of § 7.104–12 of this title, insert the clause set forth in that section.

§ 1007.4504–2 *Data and copyrights.* If data as defined in § 9.200 of this title is to be furnished under the contract, or if a Patent Rights clause is included in the contract, insert the clause set forth in § 9.203–1 of this title.

§ 1007.4504–4 *Filing of patent applications.* According to the requirements of § 9.106 of this title, insert the clause set forth therein, but see § 9.106–1 of this title.

§ 1007.4504–5 *Patent indemnity.* According to the requirements of § 9.103

of this title, insert the appropriate clause or clauses set forth in that section with additional provisions as prescribed.

§ 1007.4504–6 *Patent rights.* According to the requirements of § 9.107 of this title, insert the appropriate clause or clauses set forth in that section with additional provisions as prescribed.

§ 1007.4504–7 *Reporting of royalties.* According to the requirements of § 9.110 of this title, insert the clause set forth therein, but see § 9.110–2 of this title.

§ 1007.4504–8 *Records.* If the contract provides for separate reimbursement of parts or materials and the costs thereof are to be determined according to Subpart B, Part 15 of this title, insert the clause set forth in § 7.203–7 of this title. If this clause is included in the contract the clauses set forth in § 1007.4504–10, Examination of Records, and § 1007.4504–15, Inspection and Audit, shall be omitted.

§ 1007.4504–9 *Aircraft in the open.* According to the requirements of § 7.104–10, of this title, insert the clause set forth in § 10.404 of this title.

§ 1007.4504–10 *Examination of records.* When the contract results from negotiation, insert the clause set forth in § 7.104–15 of this title and add thereto the paragraph (c) set forth in § 1007.104–15. Contracts resulting from advertising will not contain this clause. See also § 1007.4504–8.

§ 1007.4504–11 *Priorities, allocations and allotments.* According to the requirements of § 1.308–2 of this title, insert the clause set forth in § 7.104–18 of this title.

§ 1007.4504–12 *Shipments.* According to the requirements of § 1007.4004, insert the clause set forth in that section.

§ 1007.4504–13 *Delivery of aircraft.* If the contract calls for the delivery of aircraft to the Government, insert the clause set forth in § 1007.4006, which may be a lettered paragraph to the clause entitled "Shipments" as set forth in § 1007.4004.

§ 1007.4504–14 *Delay in delivery of data.* According to the requirements of § 1007.4036, insert the clause set forth in that section.

§ 1007.4504–15 *Inspection and audit.* According to the requirements of § 1007.4023, insert the clause set forth in that section. See also § 1007.4504–8.

§ 1007.4504–16 *Discounts.* According to the requirements of § 1007.4034, insert the clause set forth in that section.

§ 1007.4504–17 *Flight risk.* In any contract under which the contractor is required to have aircraft operated, insert the following clause:

FLIGHT RISK

(a) As used in this clause the term "operation" includes tests of aircraft, tests of equipment and accessories installed therein, and the operation of any power plant installed therein, whether or not the aircraft is in motion during the making of any such test of the operation of any such power plant.

(b) Each and every operation of any aircraft furnished to the Contractor by the Government for the performance of work required under this contract, whether conducted by the Contractor, by the Government or by any person authorized by the Government, shall be conducted at the risk of the Government insofar as loss or destruction of or damage to such aircraft (including equipment and accessories installed therein) is concerned, notwithstanding the provisions of the clauses hereof entitled "Government-Furnished Property" and "Liability for Air Force Equipment" or any provisions of applicable Air Force specifications relating to Contractor's liability in connection with such operation; provided, that if personnel conducting such operation are not either furnished by the Government or approved in writing by the Air Materiel Area Commander having administrative responsibility for this contract, or his representative to whom such authority has been delegated, such operation shall be conducted at the risk of the Contractor and the Contractor shall be liable for loss and destruction of and damage to Government property occurring in the course of such operation; and further provided that the Contractor shall bear the risk of and, with respect to Government-furnished property and Air Force equipment, shall be liable for loss and destruction of, and damage to, such aircraft, equipment and accessories occurring in the course of such operation and resulting from willful misconduct or failure to exercise good faith on the part of Contractor's managerial personnel as defined in the clause hereof entitled "Government-Furnished Property."

(c) If prior to final acceptance by the Government, any aircraft defined under paragraph (b) above are lost, destroyed, or damaged during such operation thereof and if the risk of such loss, damage, or destruction is borne by the Government under paragraph (b) hereof, the Government shall have the right to terminate this contract with respect to such aircraft, or in case such aircraft is damaged, the Government may elect to require that such aircraft be restored by the Contractor to the condition in which it was immediately prior to such damage. If the Government terminates this contract with respect to such aircraft, the Contractor shall deliver to the Government at the place at or from which such operation is conducted all or such parts of such aircraft as the Contracting Officer may designate, and the Contractor shall be paid the contract price for work done on said aircraft less such amount as shall be determined by the Contracting Officer as the reasonable value of any portion of work not completed at the time of such termination. If the Government requires the aircraft to be restored as aforesaid, an equitable adjustment shall be made in the amount due under this contract and in the time required for its performance and this contract shall be modified in writing accordingly.

§ 1007.4504–19 *Ammunition and explosive material safety.* According to the requirements of § 1007.4048, insert the clause set forth in that section.

§ 1007.4504–20 *Safety and accident prevention.* According to the requirements of § 1007.4047, insert the clause set forth in that section.

§ 1007.4504–21 *Alterations in contract.* According to instructions for use in § 1007.105–1, insert the clause set forth in that section.

§ 1007.4504–22 *Approval of contract.* Whenever the contract, prior to becoming effective, requires manual approval other than by the contracting officer, insert the clause set forth in § 7.105–2 of this title.

§ 1007.4504–23 *Walsh-Healey Public Contracts Act.* According to the requirements of § 12.604 of this title, insert the clause set forth in that section.

§ 1007.4504–24 *Superseding specifications.* According to the requirements of § 1007.4024, insert the clause set forth in that section.

§ 1007.4505 *Additional clauses.* The following clauses may be used when desirable or necessary to cover the subject matter contained in such clauses.

§ 1007.4505–1 *Notice to the Government of labor disputes.* The clause set forth in § 7.105–3 of this title may be inserted.

§ 1007.4505–2 *Guaranty.* The clause set forth in § 1007.4029 may be inserted.

§ 1007.4505–3. *Certificate acceptance.* The following clause may be inserted in contracts for the maintenance, overhaul, or modification of simple, non-critical items of a standard or commercial nature. The clause will not be used in contracts where the Guaranty Clause, § 1007.4029, is used.

CERTIFICATE ACCEPTANCE

(a) At the option of the Contracting Officer any of the items hereunder may be accepted without prior Government inspection upon receipt of a certificate of the Contractor attached to an invoice for said supplies reading substantially as follows:

I hereby certify that I did on the ______ day of __________ 19__, ship via __________, in accordance with shipping instructions issued by the Contracting Officer, the items called for by Contract No. (insert contract number) ______, that such items were in the quantities and of the quality called for, and were in all respects in accord with the applicable specifications. This statement is furnished to support payment of the attached invoice.

(b) Notwithstanding any provisions of the certificate above referred to, and notwithstanding other provisions of the clause of this contract entitled "Inspection and Quality Control," the liability of the Contractor with respect to items accepted by the Government under the provisions of subparagraph (a) above will, after inspection by the Government or after the expiration of a reasonable time following delivery to the Government within which inspection may be made, whichever occurs first, be limited (except as to items rejected upon such inspection) to liability for latent defects, fraud, or such gross mistakes as amount to fraud.

§ 1007.4505–4 *General.* Any other clause authorized by Subchapter A, chapter I of this title, or the specific sections of this subchapter, according to instructions for use, may be used when necessary to cover the subject matter in such clause.

34. New Subpart TT—Clauses for Cost-Reimbursement Type Maintenance, Overhaul and Modification Contracts is added, as follows:

§ 1007.4600 *Scope of subpart.* This subpart sets forth the clauses for use in cost-reimbursement type maintenance, overhaul and modification contracts other than time and materials contracts and fixed-price contracts providing for reimbursement of materials.

§ 1007.4602 *Definition.* As used throughout this subpart, the term "maintenance, overhaul, and modification contract" means any cost-reimbursement type contract for the maintenance, modification, reconditioning, rehabilitation, or repair of Government property, except real property.

§ 1007.4603 *Required clauses.* The following clauses will be inserted in all cost-reimbursement type maintenance, overhaul, and modification contracts:

§ 1007.4603-1 *Definitions.* Insert the clause set forth in § 7.203-1 of this title.

§1007.4603-2 *Changes.* Insert the following clause:

CHANGES

The Contracting Officer may at any time, by a written order, and without notice to the sureties, if any, make changes in or additions to specifications, issue additional instructions, require modified or additional work or services within the general scope of the contract, or change the place of delivery or method of shipment, or the amount of Government-furnished property. If any such change causes an increase or decrease in the estimated cost of, or time required for, performance of this contract, an equitable adjustment shall be made in the estimated cost or time of performance, or both, and the contract shall be modified in writing accordingly. Any claim by the Contractor for adjustment under this clause must be asserted within sixty (60) days from the date of receipt by the Contractor of the notification of change: *Provided, however,* That the Contracting Officer, if he decides that the facts justify such action, may receive and act upon any claim asserted at any time prior to final payment under this contract. Failure to agree to any adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes." However, nothing in this clause shall excuse the Contractor from proceeding with the contract as changed.

§ 1007.4603-3 *Limitation of cost.* Insert the clause set forth in § 7.203-3 of this title.

§ 1007.4603-4 *Allowable cost, fixed fee and payment.* Insert the clause set forth in § 7.203-4 of this title as modified by § 1007.203-4.

§ 1007.4603-5 *Inspection and quality control.* Insert paragraphs (a) through (g) of the clause set forth in § 1007.4503-3, substituting the following paragraph (e) for paragraph (e) of § 1007.4503-3:

(e) At any time during performance of this contract, but not later than six (6) months (or such other period as may be provided in the Schedule) after final acceptance of the items last delivered in accordance with the requirements of this contract, the Government may require the Contractor to remedy by correction or replacement, as directed by the Contracting Officer, any item which at the time of delivery thereof is defective in material or workmanship or otherwise not in conformity with the requirements of this contract. Except as otherwise provided in paragraph (i) hereof, the cost of any such replacement or correction shall be included in Allowable Cost determined as provided in the clause of this contract entitled "Allowable Cost, Fixed Fee and Payment," but no additional fee shall be payable with respect thereto. Such items shall not be tendered again for acceptance unless the former tender and the requirement of correction is disclosed. If the Contractor fails to proceed with reasonable promptness to replace or correct such items, the Government (i) may by contract or otherwise replace or correct such items and charge to the Contractor any increased cost occasioned the Government thereby, or may reduce any fixed fee payable under this contract (or require repayment of any fixed fee theretofore paid) in such amount as may be equitable under the circumstances, or (ii) in the case of items not delivered, may require the delivery of such items, and shall have the right to reduce any fixed fee payable under this contract (or to require repayment of any fixed fee theretofor paid) in such amounts as may be equitable under the circumstances, or (iii) may terminate this contract for default as provided in the clause of this contract entitled "Termination." Failure to agree to the amount of any such increased cost to be charged to the Contractor or to such reduction in, or repayment of, the fixed fee shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes."

Add the following paragraph (h):

(h) Notwithstanding the provisions of paragraph (e) hereof, the Government may at any time require the correction or replacement by the Contractor, without cost to the Government, of items which are defective in material or workmanship, or otherwise not in conformity with the requirements of this contract, if such defects or failures are due to fraud, lack of good faith or willful misconduct on the part of any of the Contractor's directors or officers, or on the part of any of its managers, superintendents, or other equivalent representatives, who have supervision or direction of (i) all or substantially all of the Contractor's business, or (ii) a separate and complete major industrial operation in connection with the performance of this contract. Fraud, lack of good faith, or willful misconduct on the part of any of such supervisory personnel shall be deemed to include the selection of individual employees or the retention of employees after any of such supervisory personnel has reason to believe that such employees are habitually careless or otherwise unqualified.

§ 1007.4603-6 *Assignment of claims.* Insert the clause set forth in § 7.103-8 of this title but see § 1007.103-8. .

§ 1007.4603-7 *Records.* Insert the clause set forth in § 7.203-7 of this title.

§ 1007.4603-8 *Subcontracts.* Insert the clause set forth in § 7.203-8 of this title.

§ 1007.4603-9 *Utilization of small business concerns.* Insert the clause set forth in § 7.104-14 of this title.

§ 1007.4603-10 *Termination.* Insert the clause set forth in § 8.702 of this title, except paragraph (k) thereof.

§ 1007.4603-11 *Excusable delays.* Insert the clause set forth in § 7.203-11 of this title.

§ 1007.4603-12 *Disputes.* Insert the clause set forth in § 7.203-12 of this title.

§ 1007.4603-13 *Notice and assistance regarding patent infringement.* Insert the clause set forth in § 9.104 of this title.

§ 1007.4603-14 *Buy American Act.* Insert the clause set forth in § 7.103-14 of this title.

§ 1007.4603-15 *Convict labor.* Insert the clause set forth in § 12.203 of this title.

§ 1007.4603-16 *Eight Hour Law of 1912.* Insert the clause set forth in § 12.303 of this title.

§ 1007.4603-17 *Nondiscrimination in employment.* Insert the clause set forth in § 12.802 of this title, but see § 1012.804 of this chapter.

§ 1007.4603-18 *Officials not to benefit.* Insert the clause set forth in § 7.103-19 of this title.

§ 1007.4603-19 *Covenant against contingent fees.* Insert the clause set forth in § 7.103-20 of this title.

§ 1007.4603-20 *Government property.* Insert the clause set forth in § 13.503 of this title. Wherever any maintenance, overhaul, and modification contract is initiated, awarded, and administered at base level as distinguished from depot or AMC air materiel area level, the last sentence of § 13.503 (c) of this title will be deleted.

§ 1007.4603-21 *Insurance—Liability to third persons.* Insert the clause set forth in § 7.203-22 of this title.

§ 1007.4603-22 *Authorization and consent.* Insert the clause set forth in § 9.102-1 of this title except that if the contract calls for any experimental, developmental or research work, the clause set forth in § 9.102-2 of this title may be inserted in lieu of the clause set forth in § 9.102-1 of this title.

§ 1007.4603-23 *Gratuities.* Insert the clause set forth in § 7.104-16 of this title.

§ 1007.4603-24 *Renegotiation.* Insert the clause set forth in § 7.103-13 of this title.

§ 1007.4603-25 *Special provisions relating to Air Force equipment upon which work is to be performed.* Insert the cost-reimbursement clause set forth in § 1007.4051. The Schedule will identify the "Air Force equipment upon which work is to be performed" as distinct from Government Property to be used in the performance of the work.

§ 1007.4604 *Clauses to be used when applicable.*

§ 1007.4604-1 *Military security requirements.* According to the requirements of § 7.104-12 of this title, insert the clause set forth in that section modified as required by § 7.204-12 of this title.

§ 1007.4604-2 *Reporting of royalties.* According to the requirements of § 9.110 of this title, insert the clause set forth therein but see § 9.110-2 of this title.

§ 1007.4604-3 *Data and copyrights.* If data as defined in § 9.200 of this title is to be furnished under the contract, or if a Patent Rights Clause is included in the contract, insert the clause set forth in § 9.203-1 of this title.

§ 1007.4604-5 *Filing of patent applications.* According to the requirements of § 9.106 of this title, insert the clause set forth in that section, but see § 9.106-1 of this title.

§ 1007.4604–6 *Patent indemnity.* According to the requirements of § 9.103 of this title, insert the appropriate clause or clauses set forth in that section with additional provisions as prescribed.

§ 1007.4604–7 *Patent rights.* According to the requirements of § 9.107 of this title, insert the appropriate clause or clauses set forth in that section, with additional provisions as prescribed.

§ 1007.4604–8 *Negotiated overhead rates.* According to the requirements of § 3.704–1 of this title, insert the clause set forth in that section.

§ 1007.4604–9 *Superseding specifications.* According to the requirements of § 1007.4024, insert the clause set forth in that section.

§ 1007.4604–11 *Priorities, allocations and allotments.* According to the requirements of § 1.308–2 of this title, insert the clause set forth in § 7.104–18 of this title.

§ 1007.4604–12 *Shipments.* According to the requirements of § 1007.4004, insert the clause set forth in that section.

§ 1007.4604–13 *Delivery of aircraft.* Any contract calling for the delivery of aircraft to the Government will contain the clause set forth in § 1007.4006, which may be a lettered paragraph to the clause in § 1007.4604–12, Shipments.

§ 1007.4604–14 *Delay in delivery of data.* According to the requirements of § 1007.4036, insert the clause set forth in that section.

§ 1007.4604–15 *Flight risk.* In any contract in which the contractor is required to have aircraft operated, insert the clause set forth in § 1007.4504–17, substituting paragraph (c) of the clause set forth in § 1007.4022 (b) for paragraph (c) of the clause in § 1007.4504–17.

§ 1007.4604–16 *Ammunition and explosive material safety.* According to requirements of § 1007.4048, insert the clause set forth in that section.

§ 1007.4604–17 *Safety and accident prevention.* According to the requirements of § 1007.4047, insert the clause set forth in that section.

§ 1007.4604–18 *Alteration in contract.* According to instructions for use in § 1007.105–1, insert the clause set forth in § 7.105–1 of this title.

§ 1007.4604–19 *Approval of contract.* Whenever the contract, prior to becoming effective, requires manual approval other than by the contracting officer, insert the clause set forth in § 7.105–2 of this title.

§ 1007.4604–20 *Superseding specifications.* According to the requirements of § 1007.4024, insert clause set forth in that section.

§ 1007.4605 *Additional clauses.* The following clauses may be used when desirable or necessary to cover the subject matter contained in such clauses.

§ 1007.4605–1 *Notice to the Government of labor disputes.* The clause set forth in § 7.105–3 of this title may be inserted.

§ 1007.4605–2 *Certificate acceptance.* According to the instructions for use in § 1007.4505–4, the clause set forth in that section may be inserted.

§ 1007.4605–3 *General.* Any other clause authorized by Subchapter A, Chapter I of this title, or the specific sections of this subchapter, according to instructions for its use, may be used when necessary to cover the subject matter contained in such clause.

35. New Subpart UU—Clauses for Time and Materials Type Maintenance, Overhaul and Modification Contracts is added, as follows:

§ 1007.4700 *Scope of subpart.* This subpart sets forth clauses for use in time and materials type maintenance, overhaul, and modification contracts.

§ 1007.4702 *Definition.* As used throughout this subpart the term "maintenance, overhaul, and modification contract" means any contract for the maintenance, modification, reconditioning, rehabilitation, and repair of Government property, except real property.

§ 1007.4703 *Required clauses.* The following clauses will be inserted in all time and materials type maintenance, overhaul, and modification contracts:

§ 1007.4703–1 *Definitions.* Insert the clause set forth in § 7.103–1 of this title. The term "direct labor" as used in the Payment clause will be defined in the schedule.

§ 1007.4703–2 *Changes.* Insert the following clause.

CHANGES

The Contracting Officer may, at any time, by a written order, and without notice to the sureties, if any, make changes in or additions to drawings and specifications, issue additional instructions, require modified or additional work or services within the general scope of the contract, or change the place of delivery or method of shipment, or the amount of Government-furnished property. If any such change requires a change in the time of performance of the work called for hereunder, the contract shall be modified in writing accordingly. The hourly rate set forth in the schedule shall not be adjusted by reason of any change ordered under this clause.

§ 1007.4703–3 *Inspection and quality control.* Insert the clause set forth in § 1007.4503–3.

§ 1007.4703–4 *Payments.* Insert the following clause:

PAYMENTS

The Contractor shall be paid as follows upon the submission of properly certified invoices or vouchers approved by the Contracting Officer:

(a) *Time rate:*

(i) The amounts computed by applying the appropriate time rate or rates set forth in the Schedule to the number of direct labor hours performed, which rates shall include wages, overhead, general and administrative expense and profit. Fractional parts of an hour shall be payable on a prorated basis. The Contractor will substantiate vouchers by evidence of actual payment and by individual daily job timecards, preferably signed by the workers performing the services. Payments will normally be made at Contractor's payroll intervals, but may be varied by the Contracting Officer if conditions so warrant.

(ii) Unless otherwise set forth in the Schedule, 10 percent of the amount due under this contract shall be withheld from each payment by the Contracting Officer but the total amount withheld shall not exceed $100,000. Such amounts withheld shall be retained until the execution and delivery of a release by the Contractor as provided in paragraph (f) hereof.

(iii) Unless provisions of the Schedule hereof otherwise specify, the hourly rate or rates set forth in the Schedule shall not be varied by virtue of the Contractor having performed work on an overtime basis. If the Schedule provides rates for overtime, the premium portion of those rates will be reimbursable only to the extent the overtime is approved in writing by the Contracting Officer.

(b) *Materials (including subcontracts).*

(i) Only the cost of direct materials shall be allowable costs hereunder and such costs shall be determined by the Contracting Officer in accordance with Part 2, Section XV, of the Armed Services Procurement Regulation. The Contractor shall support all material costs claimed by submitting paid invoices or storeroom requisitions. Except as otherwise provided in the schedule direct materials as referenced by this clause are defined as those materials which enter directly into the end product or which are used or consumed directly in connection with the furnishing of such product. Costs of purchasing, inventory handling, or other indirect and administrative expenses will not be reimbursable as a cost of direct materials. The Contractor shall not be paid any profit in connection with direct materials.

(ii) The cost of subcontracts which are authorized pursuant to the clause hereof entitled "Subcontracts" shall be reimbursable costs hereunder, provided such costs are consistent with (iii) hereof. Reimbursable cost in connection with subcontracts shall be limited to the amounts actually required to be paid by the Contractor to the Subcontractor and shall not include any costs in connection with the letting, administration or supervision of performance of the subcontract.

(iii) The Contractor shall, to the extent of its ability, procure materials at the most advantageous prices available, with due regard to securing prompt delivery of satisfactory materials, take all cash and trade discounts, rebates, allowances, credits, salvage, commissions, and bonifications, and when unable to take advantage of such benefits it shall promptly notify the Contracting Officer to that effect and the reason therefor. Credit shall be given to the Government for cash and trade discounts, rebates, allowances, credits, salvage, the value of resulting scrap, when the amount of such scrap is appreciable, commissions, and bonifications which have accrued to the benefit of the Contractor or would have so accrued except for the fault or neglect of the Contractor. Such benefits lost through no fault, or neglect on the part of the Contractor or loss through fault of the Government, shall not be deducted from gross costs.

(c) It is estimated that the total cost to the Government for the performance of this contract will not exceed the amount set forth in the schedule, and the Contractor agrees to use its best efforts to perform the work specified in the schedule and all obligations under this contract within such amount. If at any time the Contractor has reason to believe that the costs which it expects to incur in the performance of this contract in the next succeeding thirty (30) days, when added to all other costs previously incurred will exceed eighty-five (85%) of the estimated cost then set forth in the Schedule, the Contractor shall notify the Contracting

Officer to that effect giving its revised estimate of total cost for the performance of this contract. If at any time during the performance of this contract, the Contractor has reason to believe that the total obligations of the Government for the performance of this contract will be substantially greater or less than the then stated estimated cost thereof, the Contractor shall so notify the Contracting Officer, giving its revised estimate of total cost for the performance of this contract.

(d) The Government shall not be obligated to pay the Contractor any amounts in excess of the estimated amount set forth in the Schedule and the Contractor shall not be obligated to continue performance by virtue of which the Government's obligation hereunder would exceed the estimated amount set forth in the Schedule, unless and until the Contracting Officer shall have notified the Contractor in writing that such estimated cost has been increased and shall have specified in such notice a revised estimated cost which shall thereupon constitute the estimated cost of performance of this contract. When and to the extent that the estimated cost set forth in the Schedule has been increased, any expenses incurred by the Contractor in excess of such estimated cost prior to the increase shall be allowable to the same extent as if such expenses had been incurred after such increase in the estimated cost.

(e) At any time or times prior to final payment under this contract the Contracting Officer may cause to be made such audit of the invoices or vouchers and statements of cost as shall be deemed necessary. Each payment theretofore made shall be subject to reduction to the extent of amounts included in the related invoice or voucher and statement of cost which are found by the Contracting Officer not to have been properly payable, and shall also be subject to reduction for overpayments or to increase for underpayments on preceding invoices or vouchers. Upon receipt of the voucher or invoice designated by the Contractor as the "completion voucher" or "completion invoice" and statement of cost which shall be submitted by the Contractor as promptly as may be practicable following completion of the work under this contract but in no event later than one (1) year (or such longer period as the Contracting Officer may, in his discretion, approve in writing) from the date of such completion, and following compliance by the Contractor with all provisions of this contract (including, without limitation, provisions relating to patents and the provisions of paragraphs (f) and (g) of this clause), the Government shall as promptly as may be practicable pay any balance due and owing the Contractor.

(f) The Contractor and each assignee under an assignment entered into under this contract and in effect at the time of final payment under this contract shall execute and deliver at the time of and as a condition precedent to final payment under this contract, a release discharging the Government, its officers, agents, and employees of and from all liabilities, obligations, and claims arising out of or under this contract, subject only to the following exceptions:

(1) Specified claims in stated amounts or in estimated amounts where the amounts are not susceptible of exact statement by the Contractor.

(2) Claims, together with reasonable expense incidental thereto, based upon the liabilities of the Contractor to third parties arising out of the performance of the contract, which are not known to the Contractor on the date of the execution of the release, and of which the Contractor gives notice in writing to the Contracting Officer not more than six (6) years after the date of the release or the date of any notice to the Contractor that the Government is prepared to make final payment, whichever is earlier.

(3) Claims for reimbursement of costs (other than expenses of the Contractor by reason of its indemnification of the Government against patent liability), including reasonable expenses incidental thereto, incurred by the Contractor under the provisions of the contract relating to patents.

(g) The Contractor agrees that any refunds, rebates, or credits (including any interest thereon) accruing to or received by the Contractor or any assignee which arise out of the performance of this contract and on account of which the Contractor has received reimbursement shall be paid by the Contractor to the Government. The Contractor and each assignee under an assignment entered into under this contract and in effect at the time of final payment under this contract shall execute and deliver at the time of and as a condition precedent to final payment under this contract, an assignment to the Government of refunds, rebates, or credits (including any interest thereon) arising out of the performance of this contract, in form and substance satisfactory to the Contracting Officer.

§ 1007.4703-5 *Assignment of Claims.* Insert the clause set forth in § 7.103-8 of this title but see § 1007.103-8.

§ 1007.4703-6 *Excusable delays.* Insert the clause set forth in § 7.203-11 of this title.

§ 1007.4703-7 *Disputes.* Insert the clause set forth in § 7.103-12 of this title.

§ 1007.4703-8 *Notice and assistance regarding infringement.* Insert the clause set forth in § 9.104 of this title.

§ 1007.4703-9 *Buy American Act.* Insert the clause set forth in § 7.103-14 of this title.

§ 1007.4703-10 *Convict labor.* Insert the clause set forth in § 12.203 of this title.

§ 1007.4703-11 *Eight hour law of 1912.* Insert the clause set forth in § 12.303 of this title.

§ 1007.4703-12 *Walsh-Healey Public Contracts Act.* Insert the clause set forth in § 12.604 of this title.

§ 1007.4703-13 *Nondiscrimination in employment.* Insert the clause set forth in § 12.802 of this title but see § 1012.804 of this chapter.

§ 1007.4703-14 *Officials not to benefit.* Insert the clause set forth in §7.103-19 of this title.

§ 1007.4703-15 *Covenant against contingent fees.* Insert the clause set forth in § 7.103-20 of this title.

§ 1007.4703-16 *Termination.* Insert the clause set forth in § 1008.753 of this chapter.

§ 1007.4703-17 *Renegotiation.* Insert the clause set forth in § 7.103-12 of this title.

§ 1007.4703-18 *Subcontracts.* Insert the clause set forth in § 1007.2303-18.

§ 1007.4703-19 *Records.* Insert the clause set forth in § 7.203-7 of this title.

§ 1007.4703-20 *Gratuities.* Insert the clause set forth in § 7.104-16 of this title.

§ 1007.4703-21 *Government property.* Insert the clause set forth in § 13.503 of this title. Whenever any maintenance contract is initiated, awarded, and administered at base level as distinguished from depot or AMC air materiel area, the last sentence of paragraph (c) of § 13.503 of this title will be deleted.

§ 1007.4703-22 *Authorization and consent.* Insert the clause set forth in § 9.102-1 of this title, except if the contract calls for any experimental, developmental, or research work, the clause set forth in § 9.102-2 of this title may be inserted in lieu of the clause set forth in § 9.102-1 of this title.

§ 1007.4703-23 *Special provisions relating to Air Force equipment upon which work is to be performed.* Insert the clause set forth in § 1007.4051, including the modification required for cost-reimbursement type contracts. The Schedule will identify the "Air Force equipment upon which work is to be performed" as distinct from Government Property to be used in the performance of such work.

§ 1007.4704 *Clauses to be used when applicable.*

§ 1007.4704-1 *Military security requirements.* According to the requirements of § 7.1014-12 of this title, insert the clause set forth in that section.

§ 1007.4704-2 *Shipments.* According to the requirements of § 1007.4004, insert the clause set forth in that section.

§ 1007.4704-3 *Reporting royalties.* According to the requirements of § 9.110 of this title, insert the clause set forth therein, but see § 9.110-2 of this title.

§ 1007.4704-4 *Data and copyrights.* If data as defined in § 9.200 of this title is to be furnished under the contract, or if a Patent Rights clause is included in the contract, insert the clause set forth in § 9.203-1 of this title.

§ 1007.4704-6 *Filing of patent applications.* According to the requirements of § 9.106 of this title, insert the clause set forth in that section, but see § 9.106-1 of this title.

§ 1007.4704-7 *Patent indemnity.* According to the requirements of § 9.103 of this title, insert the appropriate clause or clauses set forth in that section, with additional provisions as prescribed.

§ 1007.4704-8 *Patent rights.* According to the requirements of § 9.107 of this title, insert the appropriate clause or clauses set forth in that section, with additional provisions as prescribed.

§ 1007.4704-9 *Discounts.* According to the requirements of § 1007.4034, insert the clause set forth in that section.

§ 1007.4704-10 *Flight risk.* Insert the clause set forth in § 1007.4504-17 according to the instructions in § 1007.4604-15.

§ 1007.4704-11 *Delivery of aircraft.* See § 1007.4504-12.

§ 1007.4704-12 *Priorities, allocations and allotments.* According to the requirements of § 1.308-2 of this title, insert the clause set forth in § 7.104-18 of this title.

§ 1007.4704-13 *Ammunition and explosive material safety.* According to the requirements of § 1007.4048, insert the clause set forth in that section.

§ 1007.4704-14 *Safety and accident prevention.* According to the requirements of § 1007.4047, insert the clause set forth in that section.

§ 1007.4704-15 *Alteration in contract.* According to instructions for use in § 1007.105-1, insert the clause set forth in § 7.105-1 of this title.

§ 1007.4704-16 *Approval of contract.* Whenever the contract, prior to becoming effective, requires manual approval other than by the contracting officer, insert the clause set forth in § 7.105-2 of this title.

§ 1007.4704-17 *Superseding specifications.* According to the requirements of § 1007.4024, insert the clause set forth in that section.

§ 1007.4705 *Additional clauses.* The following clauses may be used when desirable or necessary to cover the subject matter contained in such clauses.

§ 1007.4705-1 *Notice to the Government of labor disputes.* The clause set forth in § 7.105-3 of this title may be inserted.

§ 1007.4705-2 *Certificate acceptance.* According to the instructions for use in § 1007.4505-3, the clause set forth in that section may be inserted.

§ 1007.4705-3 *General.* Any other clause authorized by Subchapter A, chapter I of this title, or the specific sections of this subchapter, according to instructions for use, may be used when necessary to cover the subject matter contained in such clause.

36. New Subpart WW—Clauses for Basic Agreements for Communications Services is added, as follows:

§ 1007.4900 *Scope of subpart.* This subpart sets forth clauses for use in basic agreements with telephone companies other than the American Telephone & Telegraph Company and the Associated Bell System Companies under which communications services and facilities will be ordered. The clauses set forth in § 1007.4902 will be used in basic agreements when the services and facilities to be ordered are not expected to involve special construction for which a charge will be made by the company to the Government in the form of a construction charge to be paid prior to the initiation of services or over a period of years, or as a result of a contingent termination liability to be imposed upon the Government in the event that services are cancelled prior to the expiration of a specified period. If any such special construction charges or the assumption of contingent liabilities are expected, the clauses set forth in § 1007.4903 will also be included in the basic agreement either at the time of its execution or by supplemental agreement if the necessity of paying such charges or of assuming contingent liabilities arises subsequent to the execution of the basic agreement.

§ 1007.4901 *Limitation on use of basic agreements.* (a) Basic agreements for telephone services will not be entered into with any telephone company with respect to services for which the General Services Administration has an indefinite delivery type area contract in effect, available for Air Force use, if such GSA area contract is adequate to meet the requirements of Department of Defense activities for communication services. See § 5.803 of this title.

(b) Any basic agreement entered into according to this subpart, and any Communications Service Authorization issued under such basic agreement, will be according to the directions and limitations contained in AFM 100-22.

§ 1007.4902 *Clauses for basic agreements when no special construction charges are expected.* The following clauses will be inserted in all basic agreements for communications services and facilities.

§ 1007.4902-1 *Introductory recital.*

This contract, entered into this ------ day of ---------- by the United States of America, acting through the Department of the Air Force, hereinafter called the "Department," represented by the Contracting Officer executing this contract, and ----------, *a corporation organized and existing under the laws of the State of ----------, hereinafter called the "Contractor," witnesseth:

*NOTE: If the Contractor is not a corporation substitute the legal composition of the Contractor.

§ 1007.4902-2 *Definitions.* Insert the clause set forth in § 7.103-1 of this title and add as paragraph (d) thereof the following:

(d) The term "the Contractor's established regulations" means (i) the rates, terms, and conditions in regularly established tariffs, or, in the absence of established tariffs applicable to the services or facilities being furnished, the same rates, terms and conditions applicable to others for similar services or facilities, or (ii) special charges, terms and conditions agreed upon by the Department and the Contractor and specifically enumerated in the written order covering such services and facilities.

§ 1007.4902-3 *Scope of services and facilities.*

SCOPE OF SERVICE AND FACILITIES

The Contractor shall furnish to the Government upon request any services, equipment, and facilities normally offered to its customers. Requests will be made by serially numbered "communication Service Authorizations" (DD Form 428), which make reference to this contract and specify the services, equipment, and facilities desired. The services, equipment, and facilities ordered shall be subject to and in accordance with the Contractor's established regulations.

§ 1007.4902-4 *Payment.*

PAYMENT

The Government shall pay for services, equipment, and facilities ordered under this contract and furnished by the Contractor upon receipt of monthly bills thereafter by the office designated in the Communication Service Authorization ordering such services, equipment, and facilities. The finance officer designated in the ordering document will make payment. No payment will be made in advance of the Contractor's furnishing the services, equipment, and facilities for which payment is requested.

§ 1007.4902-5 *Period of contract and termination.*

PERIOD OF CONTRACT AND TERMINATION

This contract shall take effect on the date it is entered into and shall continue in effect until the following June 30th and thereafter until terminated. Either party may terminate this contract at any time upon thirty days written notice to the other party. The Government may, after such notice in writing to the Contractor, discontinue the use of any service, equipment, or facility furnished hereunder at any time, and the recurring charges pertaining thereto shall be adjusted to the date of discontinuance, subject to the Contractor's established regulation pertaining to the minimum period of service. The payments subsequent to the end of the Government's fiscal year on June 30th are contingent upon the availability of appropriations therefor.

§ 1007.4902-6 *Officials not to benefit.* Insert the clause set forth in § 7.103-19 of this title.

§ 1007.4902-7 *Covenant against contingent fees.* Insert the clause set forth in § 7.103-20 of this title.

§ 1007.4902-8 *Gratuities.* Insert the clause set forth in § 7.104-16 of this title.

§ 1007.4902-9 *Disputes.* Insert the clause set forth in § 7.103-12 of this title as paragraph (a) and add the following:

(d) The provisions of paragraph (a) above shall not apply to disputes which are subject to the jurisdiction of a governmental regulatory agency and such provisions shall be subject to the requirements of the law with respect to the rendition of communications services and the collection of tariff charges.

§ 1007.4902-10 *Convict labor.* Insert the clause set forth in § 12.203 of this title.

§ 1007.4902-11 *Nondiscrimination in employment.* Insert the clause set forth in § 12.802 of this title.

§ 1007.4902-12 *Examination of records.* Insert the clause set forth in § 7.104-15 of this title.

§ 1007.4902-13 *Reporting of royalties.* Insert the clause set forth in § 9.110 of this title, substituting the following sentence for the introductory sentence thereof:

The provisions of this clause shall be applicable to orders for services placed under this contract only if (i) the Contracting Officer determines that billings during the Government's fiscal year are expected to exceed $50,000.00 in amount and (ii) the CSA ordering such services provides that this clause will be applicable.

§ 1007.4902-14 *Authorization and consent.* Insert the clause set forth in § 9.102-1 of this title, substituting the following phrases for the first five lines of that clause:

The Government hereby gives authorization and consent (without prejudice to its rights of indemnification, if such rights are provided for in this contract) for all use and manufacture, in the performance of any order placed under this contract for communication services and facilities for which rates, charges, and tariffs are not established by a governmental regulatory body, or any part thereof or any amendments thereto or any subcontract thereunder (including any lower-tier subcontract), of any patented invention.

§ 1007.4902-15 *Notice and assistance.* Insert the clause set forth in § 9.104 of this title substituting the following sentence for the introductory sentence contained in that clause:

The provisions of this clause shall be applicable only to orders placed under this contract for communications services and facilities for which rates, charges, and tariffs are not established by a governmental regulatory body.

§ 1007.4902-16 *Patent indemnity.* Insert the clause set forth in § 9.103-2 of this title substituting the following for the first two lines thereof:

> As to all orders placed under this contract for communications services and facilities for which rates, charges, and tariffs are not established by a governmental regulatory body, the Contractor shall indemnify the Government and its offices, agents, and employees against.

§ 1007.4902-17 *Approval of contract.* Whenever a basic agreement requires manual approval, other than by the Contracting Officer, prior to becoming effective, insert the clause set forth in § 7.105-2 of this title.

§ 1007.4902-18 *Access to facilities.*

ACCESS TO FACILITIES

The Department shall permit the Contractor access at all reasonable times to the facilities and equipment furnished by the Contractor for the purpose of inspecting and maintaining them provided that, if by reason of military necessity the Department is unable to permit such access, the Department shall at its own risk and expense maintain such facilities and equipment, and the Contractor shall not be held responsible during the period of such nonaccess for the service involving any of such facilities and equipment.

§ 1007.4903 *Clauses to be used when special construction charges are expected.* The following clauses will be included in basic agreements with telephone companies whenever it is expected that in order to secure the services and facilities desired it will be necessary for the Government to reimburse the company for, or to assume a contingent termination liability with respect to all or part of the costs of special construction of facilities or provision of special equipment.

§ 1007.4903-1 *Direct charges for special construction.*

DIRECT CHARGES FOR SPECIAL CONSTRUCTION

(a) Except to the extent provided in the clause of this contract entitled Cancellation or Termination, the Government shall not directly reimburse the Contractor for charges based on the cost of constructing any facilities or providing any equipment unless such direct reimbursement is specifically authorized by the Contracting Officer in a Communication Service Authorization issued hereunder. If at any time the service requiring the use under this contract of facilities or equipment for which the Government has, in whole or in part, directly reimbursed the Contractor is discontinued, the Contractor shall allow the Government such credit as may be appropriate for the value of the facilities and equipment, if any, which is attributable to the Government's contribution. The value of the facilities and equipment shall be determined on the basis of the foreseeable use of the facilities and equipment by the Contractor at the time their use is discontinued or on net salvage value, whichever is greater. The Contractor shall promptly pay the Government the amount of any such credit.

(b) The amount of any direct special construction charge shall not exceed the actual costs to the Contractor, properly allocable to the services to be provided to the Government, of specially constructing or providing the facilities and equipment involved. In no event shall the amount of any direct special construction charge include costs incurred by the Contractor for which a cancellation or termination charge applies or any costs which the Contractor shall recover by means of its recurring charges. The Contractor represents that in establishing its recurring charges for the services, facilities and equipment involved, it has not included in its rate base any costs for which it has been reimbursed by the Government and that depreciation charges are based only on the cost of facilities and equipment paid by the Contractor and not reimbursed by the Government.

(c) The amount of any direct special construction charge authorized to be paid to the Contractor by the Contracting Officer shall be paid to the Contractor after the special construction or installation involved has been completed either in a single payment or in monthly payments over a period not exceeding ten years, as may be agreed to by the parties. If payment is to be made in the latter manner, the Contractor shall include in its monthly bill for the services utilizing the facilities for which the direct special construction charge applies the pro rated portion of such charge separately itemized. In the event the Government discontinues the services using the specially constructed facilities or specially provided equipment before a direct special construction charge therefor is fully paid to the Contractor, the Government shall pay to the Contractor the balance due thereon; and the final bill for the services using such facilities or equipment shall include the unpaid balance of any direct special construction charge applicable to those facilities. If the Contractor furnishing services using facilities or equipment with respect to which some portion of a direct special construction charge remains unpaid, the Government will not be liable for payment of such unpaid balance, unless the Government elects to take title to the facilities under the clause of this contract entitled "Title to Communications Facilities."

§ 1007.4903-2 *Cancellation or termination.*

CANCELLATION OF TERMINATION

(a) In the event that the Government cancels any of the services or channels which the Contractor is requested to provide under this contract prior to the time such services and channels are made available to the Government or in the event that the Government terminates any of these services or channels in whole or in part after they are made available to the Government, the Government shall compensate the Contractor for the nonrecoverable costs which the Contractor has reasonably incurred in specially providing facilities and equipment that use of which is cancelled or terminated and for which the Contractor has no foreseeable use in place on the date of cancellation or termination. The amount of such reimbursement shall be determined in the manner set forth in (b) or (c) of this clause as applicable.

(b) The amount of the Government's liability upon cancellation or termination, in whole or in part, of any of the services or channels ordered under this contract shall be determined in accordance with applicable tariffs governing cancellation and termination charges which are filed by the Contractor with the cognizant regulatory commission and are in effect on the date of termination and which provide specific cancellation or termination charges for the facilities and equipment involved or set forth the manner in which such charges will be determined.

(c) If no such applicable tariffs are in effect on the date of cancellation or termination, the Government's liability shall be determined at the time of cancellation or termination of the facilities and equipment in the following manner:

(1) If the cancellation or termination of the use of facilities and equipment does not permit the physical removal of such facilities and equipment because of the retention in use by the Department of the Air Force of other facilities and equipment involved in the same construction or installation job and the Contractor has no foreseeable use for the facilities and equipment in place, fair and reasonable charges shall be applicable to such facilities and equipment throughout the remainder of the period over which the Government's basic termination liability is reduced in accordance with paragraph (2) (C) below.

(2) If the cancellation or termination of the use of facilities and equipment permits the physical removal of such facilities and equipment, charges shall be determined as follows:

(A) The installed costs reasonably incurred by the Contractor in specially providing facilities and equipment the use of which has been cancelled or terminated by the Government and for which the Contractor has no foreseeable use in place at the time of cancellation or termination shall be determined in accordance with the established accounting procedures prescribed by the cognizant regulatory commission, or if no such procedures have been prescribed, in accordance with generally accepted accounting procedures applicable to the provision of communication services for public use. Such costs shall include the cost of equipment and materials specifically provided or used, plus the cost of installing, including engineering, labor, supervision, transportation, rights of way and any other items which are chargeable to the capital accounts of the Contractor, except any such costs for which the Government may have directly reimbursed the Contractor. In no event shall any costs be included which are not included in determining cancellation and termination charges under the Contractor's standard practices or procedures; and no cancellation or termination charge shall be made if such charge is not ordinarily made by the Contractor with respect to similar facilities or equipment furnished under similar circumstances.

(B) From the Contractor's cost as determined in (A) above, there shall be deducted the net salvage value of the cancelled or terminated facilities and equipment at the time of cancellation or termination. Such salvage value may be estimated or based on actual sale of the facilities and equipment. In determining such net salvage due consideration shall be given to foreseeable use by the Contractor of the facilities and equipment other than in place and due allowance shall be made for costs of dismantling, removal, reconditioning, and disposal of the facilities and equipment when necessary either to the sale of the facilities and equipment or their use by the Contractor in another location.

(C) The amount determined in accordance with (A) and (B) above shall be the amount of any charge for cancellation of services and channels ordered herein and shall be the basic amount of the contingent termination liability of the Government. The Government's basic termination liability shall be reduced monthly on a pro rata basis over a period of ten years for the facility or equipment involved, or at a more accelerated rate if a more accelerated rate is applicable to the facility or equipment involved under the Contractor's standard termination practice or procedure.

§ 1007.4903-4 *Title to communications facilities.*

TITLE TO COMMUNICATIONS FACILITIES

Notwithstanding payment by the Government of any of the Contractor's costs of constructing communication facilities, title to all facilities used in providing communication services ordered under this contract shall remain in the Contractor except as may be specifically provided in a Communication Service Authorization issued hereunder, and the Contractor shall operate and maintain all such communication facilities. If, however, services are discontinued either by the Contractor or the Government, the Government shall have the option to take title to any communications facilities located on Government property the cost of which has been paid by the Government and which are no longer needed by the Contractor for the provision of communication services: *Provided*, That the Government shall pay to the Contractor any unpaid balance of a direct special construction charge which may be due to the Contractor from the Government with respect to such facilities. In the event the Government elects to take title to such facilities no credit shall be given to the Government by the contractor for any value of such facilities to offset any cancellation or termination charge due the Contractor or to reimburse the Government in connection with any direct special construction charge which it may have paid with respect to such facilities.

§ 1007.4903-5 *Deferral or modification of requirements.*

DEFERRAL OR MODIFICATION OF REQUIREMENTS

If at any time the Government defers or modifies its requirements for any of the services or channels ordered herein but does not cancel or terminate such requirements, the amount paid or payable to the Contractor for providing the services or channels deferred or modified shall be equitably adjusted in accordance with applicable tariffs filed by the Contractor with the cognizant regulatory commission and in effect at the time the deferral or modification of the Government's requirements occurs or, if no such tariffs are in effect, by written agreement between the Government and the Contractor.

§ 1007.4903-6 *Relocation of communications facilities and equipment.*

RELOCATION OF COMMUNICATIONS FACILITIES AND EQUIPMENT

If at any time the Government requires that communications facilities and equipment be relocated, the Government shall have the option of paying to the Contractor the Contractor's costs of relocating the facilities and equipment in accordance with the Government's requirements in lieu of paying to the Contractor any termination charge which may be applicable to the facilities and equipment involved. In the event that the Government elects to pay relocation costs in lieu of a termination charge, the termination charge applicable to the facilities and equipment in their former location shall continue to apply to the facilities and equipment in their new location.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1008—TERMINATION OF CONTRACTS

1. Sections 1008.302 through 1008.302-56 are added as follows:

§ 1008.302 *Authority of contracting officers.* (a) Contracting officers appointed pursuant to the authority set forth in §§ 1008.302-51 through 1008.302-56 are authorized to terminate AF prime contracts for the convenience of the Government and to enter into settlement agreements within the scope of authority set forth therein, except as specified in § 1008.304 (d) (5) (iii) (*b*). The appointment of contracting officers to exercise any portion of the convenience termination function will specify whether such authority pertains solely to terminating contracts for convenience of the Government, solely to settling terminations, or includes both functions.

(b) At Hq AMC, the above authority will be exercised by designated contracting officers assigned to the Readjustment Staff Division (MCPPJ).

(c) Contracting officers will incorporate in all settlement agreements specific reservations reflecting any claims or rights of the Government under the contract.

(d) Settlements not within the authority set forth in §§ 1008.302-51 through 1008.302-56 will be referred to MCPPJT, Hq AMC.

§ 1008.302-51 *Delegation of authority to Commander, AMC.* The following duties and authorities have been delegated to the Commander, AMC, with power of redelegation, to be exercised subject to the provisions of ASPR, AFPI, and other pertinent publications and directives as now or hereafter published.

(a) The authority to terminate for the convenience of the Government all contracts executed pursuant to the First War Powers Act of 1941, 50 App. U. S. C. 611 (Pub. Law 354, 77th Cong.), and Executive Order 9001, thereunder, whether or not such contracts contain a termination article, and to settle thereafter according to provisions of the Contract Settlement Act of 1944, 41 U. S. C. 101-125 (Pub. Law 395, 78th Cong.), and the Joint Termination Regulation to the extent applicable.

(b) The authority to make final review of reclaim vouchers filed pursuant to the Contract Settlement Act of 1944 and the Joint Termination Regulation, paragraph 563.7 (3), and to submit such reclaim vouchers to the Assistant Secretary of the Air Force for Materiel for final action.

(c) The authority to make final review of claims filed pursuant to section 7 (f) of the Contract Settlement Act of 1944, and to submit such claims to the Assistant Secretary of the Air Force for Materiel for final action.

(d) The authority to terminate for the convenience of the Government contracts entered into under the Armed Services Procurement Act of 1947, 41 U. S. C. 151-161 (Pub. Law 413, 78th Cong., as amended), to settle such terminations, to dispose of contractor inventory, appoint Settlement Review Boards and Property Disposal Review Boards, and perform other related matters pursuant to Part 8 of this title.

(e) The authority for the preparation of operating instructions on any phase of: (1) Contract termination and settlement, (2) redistribution within the Department of the Air Force or among its contractors of industrial property, (3) reclamation, utilization and disposition of excess personal property, industrial real estate, scrap, salvage, and (4) redistribution, reclamation, utilization and disposition of contractor inventory. This authority includes the development of contract termination and settlement operations and the supervision of training personnel in contract termination and settlement matters.

§ 1008.302-52 *Delegation of authority to Director of Procurement and Production, Hq AMC.* The authorities vested in the Commander, AMC, as set forth in § 1008.302-51 have been delegated with power of redelegation to the Director of Procurement and Production, Hq AMC, and in his absence, the Acting Director of Procurement and Production, Hq AMC.

§ 1008.302-53 *Authority of AMA and Depot Commanders.* (a) Commanders of AMA's and AF depots of AMC are authorized:

(1) To terminate for the convenience of the Government, contracts issued under their respective jurisdiction.

(2) To settle, according to the provisions of this part such terminations or, in the case of AMA's, such other convenience termination cases as may be assigned to the AMA's by Hq AMC or referred to the AMA's pursuant to Subpart C of this part, and to enter into settlement agreements; provided, however, that the authority of depot commanders to settle and to enter into settlement agreements is limited in cost cases to terminated contracts where the settlement amount does not exceed $1,000 and in the case of terminated construction contracts to the provisions of § 1008.304 (d) (5) (iii) (*b*).

(b) The foregoing authority may be exercised by AMA and depot duly appointed contracting officers.

§ 1008.302-54 *Authority of the Commander, ARDC.* (a) The Commander, ARDC, is authorized:

(1) To terminate for the convenience of the Government contracts issued under his jurisdiction.

(2) To settle, according to the provisions of this part, such terminations as referenced in subparagraph (1) of this paragraph, and enter into settlement agreements, where the settlement amount does not exceed $1,000. This authority is subject to the provisions of § 1008.304 (d) (5) (V). (Not applicable to RADC, AFCRC, and European Office, ARDC.)

(3) To settle and enter into settlement agreements without regard to amount of settlement costs, according to the provisions of this part, terminated contracts issued by Rome Air Development Center (RADC) and Air Force Cambridge Research Center (AFCRC).

(b) The foregoing authority may be exercised by duly appointed contracting officers of ARDC.

§ 1008.302-55 *Authority of Commanders of major commands (other than ARDC) within the continental United States.* (a) Commanders of major commands within the Continental United States (other than ARDC) are authorized:

(1) To terminate for the convenience of the Government, contracts issued under their respective jurisdiction.

(2) Subject to the provisions of § 1008.304 (d) (5) (V), to settle, according to the provisions of this part, such terminations and enter into settlement agreements, where the settlement amount does not exceed $1,000.

(b) The foregoing authority may be exercised by duly appointed contracting officers in local purchase activities.

§ 1008.302–56 *Authority of oversea commands, air attachés, and AF foreign missions.* (a) Commanders of oversea commands, chiefs of AF foreign missions, and air attachés are authorized to exercise all redelegable powers with respect to procurement and contracting matters which are now or may hereafter be vested in the Director of Procurement and Production, Hq AMC, relating to termination for convenience of the Government and for settlement thereof, and any other related matters thereto. The foregoing authority may be exercised by the officers listed in subparagraphs (1) to (6) of this paragraph and such specific functions and duties as are deemed appropriate may be assigned to duly appointed contracting officers subject to the limits of authority stated herein.

(1) To the commanders of the respective oversea commands, and the commanders of installations located in Territories and possessions so much thereof as may be necessary to effect termination and settlement of contracts.

(2) To air attaches on duty in foreign countries so much thereof as may be necessary to effect termination and settlement of contracts.

(3) To chiefs of AF foreign missions or chiefs of AF sections of joint military missions not operating under the jurisdiction of a major oversea command (hereinafter referred to as chiefs of foreign missions) so much thereof as may be necessary to effect termination and settlement of contracts.

(4) To the Commander, Military Air Transport Service, and the Commander-in-Chief, Strategic Air Command, with respect to areas outside the continental United States, and not within the jurisdiction of any major commander, so much thereof as may be necessary to terminate and settle contracts.

(5) To the Commander and Deputy Commander, Air Materiel Force, Pacific Area (AMFPA) to effect termination and settlement of contracts, with power of redelegation to commanders of first echelons of command immediately subordinate to AMFPA.

(6) To the Commander and Deputy Commander, Air Material Force, European Area (AMFEA), to effect termination and settlement of contracts, with power of redelegation to commanders of first echelons of command immediately subordinate to AMFEA.

(b) The authority to appoint (which includes the authority to terminate appointments) persons (commissioned, officers, warrant officers, or civilian employees of the Air Force) under their respective jurisdictions as contracting officers and representatives of contracting officers is vested in the persons enumerated in paragraph (a) of this section, subject to the provisions of § 1001.453 of this chapter.

(c) The foregoing authority is subject to compliance with all laws, regulations, and policies outlined in the ASPR and the AFPI.

2. Section 1008.304 is deleted and the following substituted therefor:

§ 1008.304 *Notice of termination.* This section sets forth procedures and responsibilities for initiating and processing the termination of AF contracts for the convenience of the Government, except facility contracts and leases which are covered in § 1008.350.

(a) *General.* (1) On centrally procured items, termination should be taken only when the estimated cost of supplies or services to be terminated exceeds $1,000; on locally procured items, $300. However if the termination action can be effected at "no cost" to the Government, then the termination may be accomplished where the cost of supplies and services involved would be less than $1,000 or $300 respectively. These criteria apply to all activities including those overseas.

(2) While there are no hard-and-fast rules as to when supplies or services should be terminated, the following criteria are relevant to the decision and should be considered in arriving at a decision to terminate:

(i) Items which are on order, undelivered, but for which, as far as can be foreseen, the Air Force will have no use, should normally be terminated.

(ii) If the undelivered portion of a contract comprises a small quantity, the policies set forth in subparagraph (1) of this paragraph should normally be followed and the small quantity should be accepted; this is particularly so if the costs of the termination would be disproportionate to the contract price of the items concerned.

(iii) The probable amount of the net settlement (as distinguished from the gross settlement) and the consequent net reduction in total contract price; the type and nature of the termination inventory which will be involved; and the possible utilization, diversions, and recoveries from sales and other dispositions should also be considered.

(iv) Whether adequate stocks of supplies of the items being considered for termination exists.

(v) Possible future obsolescence of the items.

(vi) Probable additional costs and operational burdens to the Air Force in connection with any termination inventories which might require storage.

(b) *Initiation of termination requests.* (1) Termination requests will be issued by the activity which initiated the original request for procurement on a purchase request marked "Reduction in Requirements" and processed through channels to the cognizant procurement activity. Termination requests may also be issued by Hq USAF directive in which case no purchase request is required. For termination of call contracts, see paragraph (l) of this section.

(2) Termination requests will set forth the following information with respect to the termination:

(i) Name of contractor or contractors and contract or purchase order numbers and item numbers.

(ii) Description of supplies or services, and property class.

(iii) Number of units to be terminated.

(iv) Dollar value (estimated if not specified in the contract) of the item or items to be terminated.

(v) Reason for the termination.

(vi) Recommendation as to whether the contract should be terminated for the convenience of the Government or reviewed for possible default cancellation; if the latter, the reasons therefor.

(vii) If end items are being terminated, instructions relating to the termination of spares, spare parts, tools, and ground handling equipment pertaining to the end item.

(viii) Description of termination inventory, including but not limited to raw materials, work-in-process, etc. which the Government desires. If none is desired, that fact should be stated.

(c) *Responsibilities of the procuring contracting office.* (1) Receive the termination request, instructions to terminate under a MIPR, or (in the case of aircraft termination) directive from Hq USAF.

(2) Select the source or sources to be terminated when the directive does not specify the source and more than one source is producing or developing the end items.

(3) Request the appropriate supply activity to furnish instructions relating to termination of spares, spare parts, tools, and ground handling equipment pertaining to the particular end item terminated, when spares, etc., are called for under the contract.

(4) At Hq AMC and WADC, notify the appropriate laboratory of WADC of all terminations which may directly or indirectly affect engineering projects or contracts either contemplated or in progress. WADC will, upon receipt of such notice, examine applicable contracts or projects and initiate action to effect termination or curtailment when considered necessary or desirable.

(d) *Responsibilities of readjustment divisions or offices or individuals assigned to the readjustment function.* (1) Assign Termination Authority number to all copies of the AFPI Form 49 "Termination Authority" received from the procurement activity and return one copy to the procuring contracting officer.

(2) Examine the AFPI Form 49, the contract, and related documents to determine whether the termination should be for the convenience of the Government or for the default of the contractor. If it is determined that the contract should be canceled for default, the procedures set forth in Subpart T of this part will be followed.

(3) Issue a Notice of Termination to the contractor as soon as possible following receipt of the AFPI Form 49.

(4) Forward copies of the Notice of Termination to the office which initiated the termination request, and to the pro-

curing contracting officer who initiated the AFPI Form 49.

(5) Assign the termination case for settlement.

(i) MCPPJ, Hq AMC, will assign the termination case for settlement to an APD, AFPR, or to a termination contracting officer at Hq AMC in the Terminal Staff Branch (MCPPJT).

(ii) AMA and AF depot readjustment activities will assign termination cases for settlement as follows:

(*a*) AMA readjustment branch will assign the termination case for settlement to one of its APD's or AFPR's or to a termination contracting officer in its readjustment branch. Where a contract has been issued by one AMA and administered by another AMA or subordinate facility, the readjustment branch of the AMA which issued the contract will terminate the contract and refer the termination case for settlement directly to the APD, AFPR, or other activity administering the contract. Concurrent with the direct assignment the issuing AMA readjustment branch will forward an information copy of AFPI Form 49, AFPI Form 50, and Termination Notice to Commander, AMC, attn: MCPPJS, and to the AMA exercising supervision over the aforementioned administering activity. However, to the extent deemed appropriate, the AMA terminating the contract should coordinate the contemplated action with the AMA supervising administration of the contract to assure that the termination would be economically beneficial to the Government.

(*b*) AF depot readjustment offices pursuant to § 1008.302-52 will terminate their contracts for convenience of the Government and may enter into settlement agreements (except construction contracts) where the settlement amount does not exceed $1,000. AF depot issued and administered contracts, when terminated, will be assigned directly to the APD or other designated activity, geographically nearest to the terminated contractor for settlement of all construction contract terminations involving costs and all other terminations wherein the settlement amount exceeds $1,000. Concurrent with the direct assignment, the issuing AF depot readjustment office will forward an information copy of AFPI Form 49, AFPI Form 50, and Termination Notice to Commander, AMC, attn: MCPPJS, and to the AMA exercising supervision over the settling activity. Where an AF depot issued contract has been administered by a facility other than the issuing AF depot, the settlement of its termination (partial or complete) involving settlement costs of less than $1,000 will be handled by the administering facility unless retained by the AF depot for settlement. If the AF depot retains settlement responsibility the administering facility will be notified accordingly.

(iii) AMA and AF depot local purchase activities may assign the termination case for settlement to their local purchase contracting officer provided that:

(*a*) The termination will result in no cost to the Government or the contractor's termination claim does not exceed $1,000.

(*b*) The contract to be terminated is not for construction. In the case of construction contracts, the local purchase activity will, after issuing the notice of termination refer the matter to the readjustment office of AMA in whose geographical jurisdiction the terminated contractor is located. The AMA will consider the following factors in determining the assignment of the settlement:

(*1*) If the contract is of a "lump sum" type, the case will be referred to the appropriate APD or AFPR. The term "lump sum" as used herein refers to those construction contracts wherein a total amount is set forth as the contract price without designating specific amounts as to separate items of work under the contract.

(*2*) If separate unit prices have been established under the contract for the separate items of work or if it is clearly severable and that no payments have been made with respect to the terminated portion of the contract so that the termination can be accomplished at "no cost" to the Government or for an amount not exceeding $1,000, the AMA readjustment office may, at its discretion, assign the settlement to a local purchase activity.

(iv) ARDC termination cases will be sent to the Commander, AMC, attn: MCPPJT, for assignment and settlement when the contractor's termination claim exceeds $1,000, except: (*a*) RADC and AFCRC will settle their own termination cases, and (*b*) European Office, ARDC, cases will be assigned to AMFEA for settlement.

(v) Local purchase activities at major commands within the continental United States will assign the termination case for settlement to contracting officers appointed to perform the readjustment function when it is known the settlement will be at no cost to the Government or not in excess of $1,000.

(*a*) Contracting officers who issue the Notice of Termination will include in the notice to the contractor a request for information as to whether or not the contractor intends to submit a termination claim. If on the basis of the contractor's information it appears that the settlement will not be in excess of $1,000 or if it is known that the termination will result in "no cost" to the Government, the local purchase office may process and consummate the settlement of the case regardless of the contract price of items terminated.

(*b*) The foregoing does not apply to construction contracts which irrespective of price will be submitted for assignment and settlement to Hq AMC (MCPPJT).

(vi) Oversea commands, air materiel forces, air attaches, and AF foreign missions will assign termination cases for settlement to the office authorized by the oversea commander (except FEAF), Commander, AMFEA, air attache, or chief foreign mission to handle the readjustment function. In the case of FEAF and AMFPA, the Commander, AMFPA, will authorize an office to perform the readjustment function.

NOTE. The above procedures will be used only within the scope of authority set forth in §§ 1008.302-51 through 1008.302-56. All cases beyond this scope will be referred to MCPPJ for issuance of Notice of Termination and/or assignment and settlement.

(*e*) *Referral of cases.* Whenever in this section a termination case is required to be referred to another office for termination and/or settlement, the office referring the case will transmit the following information and documents:

(1) Copy of the contract to be terminated and all change orders, supplements, and amendments thereto, unless the office to which the case is being referred possesses such documents.

(2) An original and three fully completed and executed copies of the AFPI Form 49.

(3) Information as to the existence of assignees, creditors, or sureties having an interest in the contract, if any, with names and addresses of such persons.

(4) Total contract price as of the last effective amendment.

(5) Serial number for the termination settlement agreement.

(6) Whether any claim against the contractor in favor of the Government is known to exist and what inquiries have been made to discover the existence of such a claim.

(7) Four copies of the Termination Notice with proof of service.

(8) Any other information which may be helpful in negotiating the settlement.

(*f*) *Assignment of termination authority docket number by termination activity.* All Termination Notices relating to convenience type cost terminations issued by an activity of AMC, will be identified by a Termination Authority Docket Number. In AMA terminations the readjustment office at the terminating AMA will be responsible for the assignment of a termination docket number; in AF depot terminations the individual(s) assigned responsibility for readjustment matters at the terminating depot will be responsible for assignment of a termination docket number. The first and second digits of the termination docket number will identify the origin of the Notice of Termination and the AMA responsible for settlement, respectively. The third and subsequent digits will identify the numerical sequence of the termination action. For purposes of identifying Hq AMC, AMA's, and AF depots, the following codes are assigned:

(1) Hq AMC and the AMA's will be identified by code numbers:

1—MAAMA
2—MOAMA
3—OOAMA
4—OCAMA
5—SMAMA
6—SAAMA
7—WRAMA
8—Hq AMC
9—SBAMA

(2) AF depots will be identified by code letters:

C—Maywood
G—Gadsden
D—Dayton
S—Shelby
M—Memphis
R—Rome
T—Topeka

For example: The first termination issued by OCAMA which terminates a contract administered by OCAMA would appear as "Docket No. 441." The second termination by OCAMA which terminates a contract to be referred for settlement to MAAMA, the administrating AMA would appear as "Docket No. 412." The first termination issued by Maywood AF Depot terminating a contract administered by SBAMA would appear as

"Docket No. C91." The second termination issued by Maywood terminating a contract administered by Maywood and where the contractor is geographically located within the jurisdiction of SBAMA would appear as "Docket No. C92."

(g) *Preparation of notice of termination.* A priority Telegraphic Notice of Termination as set forth in § 8.707-1 of this title will be used to notify the contractor of a convenience termination except when factors such as amount of contract, distance involved, effective date of termination, and status of contract indicate that the use of a Letter Notice of Termination as set forth in § 8.707-2 of this title will not result in additional termination costs. Subsequent to transmittal of a Telegraphic Notice of Termination, a confirming Letter Notice of Termination as set forth in § 8.707-2 of this title will be sent to the contractor. A Letter Notice of Termination, original or confirming, will contain an acknowledgement of notice. When executed and returned, the acknowledged copy will be proof of service, or personal service may be made upon a responsible representative and a proof of service indicating the date of service will be executed. The Notice of Termination should inform the contractor of the office to which any inquiries relative to the termination should be addressed. Where a termination case is referred for settlement at the time the contract is terminated, the office to which the case is referred should be listed in the Notice of Termination. Where the termination case is referred to another office subsequent to the issuance of the Notice of Termination the contractor should be so informed. The termination contracting officer in the office which issued the Notice of Termination will be responsible for sending a copy of the convenience termination notice to each of the following:

(1) Any assignee of record who has filed a proper notice of Assignment with respect to the terminated contract.

(2) Any guarantor or surety of the contractor whose obligation relates to the terminated contract.

(3) The finance officer designated to make payments under the contract.

(4) The accounting activity recording transactions affecting the funds applicable to the contract.

(5) Other activities according to the distribution directives applicable to the particular procuring activity that issued the Notice of Termination.

(h) *Amendment of Termination Notice.*

(1) Amended termination notices will be used to:

(i) Correct mistakes which occurred in the preparation of the original Notice of Termination or to add supplemental data or instructions.

(ii) Rescind previously issued termination notices by reinstating acceptable supplies which were completed prior to the effective date of termination and for which delivery is desired.

(iii) Terminate additional items of work under a contract which has previously been partially terminated; provided that 60 days have not elapsed since the date of the original notice of partial termination and the contractor has not submitted a settlement proposal to the termination contracting officer. If 60 days have elapsed since the date of the original notice of partial termination, a Notice of Termination (as set forth in § 8.707-1 or § 8.707-2 of this title) bearing a new termination docket number will be issued.

(2) Amendments may be effected by issuing an Amended Letter or Telegraphic Notice of Termination. An amended termination notice is not necessary for a portion of terminated supplies or services which has been completed, accepted, and shipped prior to the effective date of termination. However, if all of the supplies or services covered by a termination notice have been completed, delivered, and accepted prior to the effective date of termination, a notice rescinding the initial notice will be issued to close the termination case. Except as set forth above, termination notices will not be modified in any way unless written authority is obtained from the Chief, Readjustment Staff Division, Hq AMC.

(i) *Reinstatement of terminated contracts or portions thereof.* Requests for reinstatement of contracts will be approved by the chief of the appropriate buying division and then sent to the cognizant readjustment activity. If the reinstatement is a partial reinstatement, an Amended Notice of Termination will be issued by the activity which issued the original notice; the amendment will refer to the original Notice of Termination and the extent of rescission of such notice. If the reinstatement constitutes a complete rescission of the original Notice of Termination, a Notice of Complete Rescission making reference to the notice being rescinded will be issued to the contractor. The terms of a contractor's offer to reinstate the contract (e. g., at no additional cost to the Government) will be incorporated in the Amended Notice of Termination or Notice of Complete Rescission. Requests for reinstatement of terminated contracts or portions thereof will not be made unless an inquiry as to practicability of reinstating the contract or portion thereof has been made within a 60-day period. Exceptions to this limitation may be made when:

(1) Reinstatement of a terminated contract is directed by Hq USAF.

(2) Adequate reason for reinstating an experimental or development contract exists.

(3) Reinstatement of contracts based upon MIPR is requested by the initiating agency.

(4) Unusual circumstances indicate clearly that the Government will benefit by use of reinstatement procedures rather than initiation of a new procurement.

Upon receipt of approval as provided therein, a Notice of Rescission will be issued to the contractor. If there has been a referral of the settlement of the termination, the AMA or depot issuing the Notice of Rescission will furnish copies of the Notice of Rescission simultaneously to the AMA and APD or AFPRO settling the termination and to the Commander, AMC, attn: MCPPJS.

(j) *Processing of terminations affecting classified contracts.* Whenever supplies or services to be terminated under the contract are classified as "Top Secret," "Secret," or "Confidential," the Notice of Termination to be issued to the contractor creates an administrative problem unless the article being terminated can be identified for termination by use of unclassified descriptions. Therefore, documents used in initiating and processing the termination will not indicate nomenclature of the classified contract item(s) being terminated other than to insert "see contract." In such a case, the termination contracting officer who issues the Notice of Termination will inform the contractor by means of an uncoded termination notice of the contract number, purchase order number, or letter contract number which is affected, and of the contract item number(s) and the quantity terminated therefrom, but will omit any statement as to the nomenclature of the contract.

(k) *Special procedures for handling deletions or reductions of spare parts from AF contracts containing provisioning documents.* Examples of the type of provisioning document covered in this section are those listed in § 1055.206 of this chapter. This section deals with the deletion of both priced and unpriced spare parts. The term "spare parts list," as used in subparagraph (1) of this paragraph, is defined to include any unpriced list of spare parts under which the Government has authorized the contractor to proceed with production. Supply component as used herein is defined to include, in addition to the supply components of the Air Force, the appropriate agencies of the other services whose requirements are being filled under AF contract.

(1) *Deletion of spare parts from a spare parts list.* When it has been determined by the supply component activity that certain unpriced items on the spare parts provisioning documents (for reference as to a list of such documents, see § 1055.206 of this chapter) are no longer required, the supply activity will notify in detail the cognizant APD, or AFPRO, by means of AMC Form 296, "Spare Parts Documents Correction Sheet," of the extent of deletion desired. If Hi-Valu items will be involved, a telegraphic notification should be immediately sent by the supply activity to the APD or AF plant representative prior to the usual preparation and issuance of AMC Form 296. Upon receipt of a telegraphic notification or AMC Form 296, the administrative contracting officer will in turn immediately send the contents thereof to the contractor, by telegraphic notice or letter notice, as appropriate, with instructions to effect the requested deletions. When a telegraphic notice is used by the administrative contracting officer, the contractor will be requested to reply by telegraphic message to the administrative contracting officer with an acknowledgment of receipt thereof pending receipt of a formal termination notice or appropriate contractual document. When a letter notice to the contractor is used, in lieu of a telegraphic notice, the administrative contracting officer will request the contractor to affix

the signature and date to the prepared acknowledgment of receipt which the administrative contracting officer has incorporated immediately below his own signature block.

(i) *No cost deletions.* If it is determined that the entire deletion can be effected without cost to the Government, the cognizant contracting officer of the AFPRO or APD will, upon the receipt of a Cancellation Addendum, Spare Parts Change Request, or other appropriate list from the contractor, review the document for completeness and incorporate the deletions in a contractual document containing appropriate legal releases to the Government such as those provided in the no-cost settlement forms set forth in Subpart G of this part.

(ii) *Cost deletions.* If it is determined that all or part of the items deleted will involve costs to the Government, the administrative contracting officer, upon receipt of a Cancellation Addendum, Spare Parts Change Request, or other appropriate list from the contractor, will process the individual document as a whole, without distinguishing between "cost" deletions or "no cost" deletions, and will thereafter ascertain whether the contractor desires to:

(*a*) Submit his claim forthwith, (*b*) wait until a group of deletions have been processed, or (*c*) submit his claim immediately after the pricing of a Spare Parts List. The administrative contracting officer and the contractor should agree upon one of the foregoing three periods of time for the contractor to submit his claim for the settlement of proper costs resulting from the deletions.

In the event periods of time (*a*) or (*c*), as indicated in this subdivision, are agreed upon, the administrative contracting officer should ascertain that all previous deletions have been incorporated in the contractor's claim. If a period of time indicated in (*b*) of this subdivision is agreed upon, the administrative contracting officer should make arrangements with the contractor to have groups of deletions processed at intervals of 30, 60, or 90 days, as conditions warrant. The administrative contracting officer, after receiving the contractor's claim, will prepare and forward an AFPI Form 49 in quadruplicate to the Commander, AMC, attn: MCPPJT, or to the readjustment office at the AMA or AF depot, as appropriate. The AFPI Form 49 will identify the number, extent, and effective dates of the deletions. Upon receiving the AFPI Form 49, the readjustment activity will issue a confirmatory type of termination notice. Dependent upon the status of termination docket numbers theretefore issued in connection with the contract in question, the readjustment activity will amend an existing termination docket number dated not more than 60 days prior to the termination to be accomplished; in the alternative, a new termination docket number will be issued if no termination docket numbers have theretofore been issued or existing termination docket numbers are dated not more than 60 days prior to the termination to be accomplished.

(2) *Deletion of spare parts from a priced exhibit.* These deletions may be accomplished either in the same manner as set forth in subparagraph (1) of this paragraph, or according to normal termination procedures.

(l) *Termination of calls from a call contract.* Termination requests for termination of a call, a number of calls, or portions of a call, from a call or open contract will be initiated in the same form by which the request for the call was initiated and will contain the information required by paragraph (b) (2) of this section. The notice of termination for convenience of such calls or portions of calls will be issued by the procurement activity which issued the calls. (For definition of call and open contracts, see §§ 1003.405–5 and 1003.405–50 of this chapter.)

3. Sections 1008.517 and 1008.517–1 are added as follows:

§ 1008.517 *Review of proposed settlements.* This section establishes reviews at the local level of proposed settlements of prime contracts or subcontracts between $10,000 and $25,000 and implements §§ 8.517–1 through 8.517–7 of this title with respect to settlement review boards. Paragraphs (b) through (f) set forth procedures for the establishment and operation of settlement review boards at Hq AMC, AMA's, air procurement districts (APD's), AF plant representative offices (AFPRO's, AMFPA, and AMFEA.

(a) *Local review.* Every proposed settlement of either a prime contract or a subcontract in excess of $10,000 and under $25,000 will, before its approval or ratification by the termination contracting officer (TCO), be reviewed by the local office to which the TCO is assigned. In an APD or AFPRO the review will be conducted by the chief or deputy chief of the office or by the chief of contract administration, provided he is not the TCO. The function of the review is to determine the overall reasonableness of the proposed settlement. The scope and intensity of such review may vary according to the size and complexity of the proposed settlement and any other relevant factors. It is not intended that every element entering into the settlement be examined in detail; however, to determine that the negotiations have been conducted competently and are based on adequate information, it is proper to inquire into selected items of the proposed settlement.

(b) *Functions of settlement review boards.* Settlement review boards perform review, approval, and advisory functions.

(c) *Establishment of settlement review boards.* (1) The authority to establish settlement review boards according to the provisions of § 8.517 of this title has been delegated by the Commander, AMC, to the director of Procurement and Production, Hq AMC, who has further delegated the authority, without power of redelegation, to:

(i) Deputy Director of Procurement and Production Hq AMC.

(ii) Deputy Director/Procurement and Assistant Deputy Director/Procurement, Directorate of Procurement and Production, Hq AMC.

(iii) Chief and Deputy Chief, Readjustment Staff Division, Directorate of Procurement and Production, Hq AMC.

(iv) Commanders and vice commanders of oversea commands. (As used herein the term "oversea commands" includes major air commands located in Territories and possessions of the United States as well as those in foreign countries.)

(v) Commander and Deputy Commander, Air Materiel Force, Pacific Area (AMFPA). Pursuant to § 8.517–3 of this title, AMFPA settlements over $500,000 will be sent, after approval by AMFPA to the Settlement Review Board, Hq AMC, for further review and approval or disapproval.

(vi) Commander and Deputy Commander, Air Materiel Force European Area (AMFEA). Pursuant to § 8.517–3 of this title, AMFEA settlements over $500,000 will be sent after approval by AMFEA, to the Settlement Review Board, Hq AMC, for further review and approval or disapproval.

(2) AMA commanders may request authority from the Chief, Readjustment Staff Division (MCPPJ), Hq AMC, to establish boards at APD's and AFPRO's, setting forth reasons for the request, such as distance between the AMA and APD which would require the expenditure of travel funds and the time of the contracting officer to present settlements to the board.

(d) *Appointment of settlement review boards.* (1) The Chief, MCPPJ, Hq AMC, will appoint members of the board at Hq AMC.

(2) Written nominations of members of the AMA boards will be submitted by the AMA commanders to the Chief, MCPPJ, Hq AMC. A brief but thorough résumé of the qualifications of each nominee will accompany the nominations. The AMA commander may nominate such boards within his AMA as he deems desirable.

(3) The chiefs of APD's and AFPRO's will submit written nominations of board members to the AMA commander. If he deems it necessary, the AMA commander will forward these nominations with his recommendations to the Chief, MCPPJ, Hq AMC.

(4) The nominations and special orders appointing members to the boards will designate, in each instance, the chairman, vice chairman, and recorder, and will indicate whether the recorder may vote.

(5) The boards will consist of not less than three qualified officers or civilian employees of the Air Force.

(i) No person will serve as a member of a board in reviewing a settlement or agreement in which he participated. However, personnel engaged in readjustment activities may serve as board members in reviewing settlements or agreements in which they did not participate.

(ii) The accounting member and alternate, whenever feasible, will be from the Office of the Auditor General. The nominations and special orders appointing the board will recite that the selection of personnel from the Office of the Auditor General has been coordinated with the Auditor General.

(iii) Nominations for members for the boards at APD's and AFPRO's may be made from personnel of another such activity conveniently located thereto when adequately qualified personnel are not available and when approved by the commander of the AMA having contract jurisdiction over the activity involved.

(e) *Jurisdiction of settlement review boards.* (1) The board at Hq AMC has original concurrent jurisdiction over all settlements where necessary as well as over settlements according to §§ 8.517-1 and 8.517-3 of this title.

(2) Jurisdiction of boards at AMA's, APD's, AFPRO's, AMFEA, and AMFPA over settlements will be according to §§ 8.517-1 and 8.517-3 of this title.

(3) Settlements in excess of $500,000 will be forwarded by the board at the AMA, APD, AFPRO, AMFEA, or AMFPA with the written minutes and certificates of the recorder to Hq AMC Settlement Review Board, attn: Recorder, for review, consideration, approval or disapproval, and such other actions as may be deemed necessary.

(4) Because of distances between the AMA's and APD's and AFPRO's, the AMA commanders may agree upon and designate an established board not located within the contract administration area of the AMA having responsibility for the settlement to review the proposed settlement of a contractor located near such board though not within such board's contract administration area.

(f) *Procedures.* (1) A majority, but not less than three members of the board, will constitute a quorum. The board may act by a majority of members present.

(2) Every settlement memorandum and supporting documents submitted by the TCO will be mailed to the attention of the recorder, or delivered to the recorder. The date of receipt by the recorder will be considered the date of submission.

(3) No matter will be acted upon prior to 24 hours after distribution of memorandum copies to members, except in extremely urgent cases.

(4) The appointing authority may require the board to meet and consider a matter within a specified time (not less than 24 hours) after submission of the matter to the board, but the board will not be directed to render a decision within a specified time. However, the board must act promptly on all matters submitted to it, and failure to act upon any proposed settlement within 30 days after submission will operate as an approval by the board.

(5) The presence of special advisers to the board, of Government personnel, or of contractor's representatives will be within the discretion of the particular board, unless the appointing authority directs otherwise.

(6) Minutes will be prepared for each meeting, signed by the chairman and recorder, and will contain at least the following:

(i) The number and date of the order appointing the board.

(ii) The meeting place and time.

(iii) The contract number and termination docket number or engineering change order number, if applicable.

(iv) The names of members present and absent, and the designation of members acting as chairman and recorder.

(v) The name of the TCO requesting action by the board.

(vi) A résumé of the discussion of the case.

(vii) Where it is deemed appropriate, a listing and identification of documents (in addition to those attached to the settlement memorandum as exhibits), which were examined by the board. These documents need not be attached to the minutes as exhibits.

(viii) A copy of the settlement memorandum.

(ix) The decision or action of the board.

(7) A board may consider and act upon any or all matters within its jurisdiction, previously presented to any defective or invalid board or any valid board which it may succeed.

(8) A board may correct any defective proceedings or records upon matters within its jurisdiction previously submitted to any defective or invalid board and may correct any defective proceedings or records previously submitted to a valid board which it has succeeded.

(9) All action of the board will be in writing and recorded in the minutes.

(g) *Responsibilities of the TCO.* The TCO will:

(1) Submit a signed comprehensive settlement memorandum with sufficient copies for each member and alternate. This memorandum should be submitted together with all papers and information as outlined in § 8.517-4 of this title.

(2) Furnish a minimum of five copies of such other information and supporting papers and related documents called for by § 8.517-4 of this title, including the audit report, and such other additional information or documents as requested by the board.

(3) Be present at the meeting of the board when the memorandum is considered, unless his presence is deemed necessary or is excused by the board.

(h) *Responsibilities of the recorder.* The recorder of the board will:

(1) Notify the chairman promptly upon receipt of each settlement memorandum and will distribute immediately a copy to each member and alternate.

(2) Incorporate in the minutes of the board in addition to the material required by paragraph (f) (6) of this section, the following:

(i) Questions raised by members.

(ii) Substance of the discussion.

(iii) A comprehensive report of the proceedings indicating the extent to which a review of the case was made by the board. Such report may be in narrative form and need not be a stenographic transcript of the proceedings. The minutes should state clearly the questions raised by members of the board, the resolution of the questions, the reasons in support thereof, and the essentials of discussion, setting forth areas of agreement and disagreement.

(3) Notify the TCO promptly in writing of approval (or disapproval with recommendations) in the form of a certificate together with copies of the minutes of the meeting.

(4) Maintain a separate record of each case submitted. This record will show the following, where applicable:

(i) The date of receipt.

(ii) The contractor's name and address.

(iii) The contract number.

(iv) The termination docket or engineering change order number.

(v) A statement of the action taken.

(vi) The date such action was taken.

(vii) The date the TCO was notified.

(5) Maintain signed copies of the minutes and certificate of the recorder properly indexed in the permanent records of the board.

(i) *Responsibility of the chairman.* The chairman will call meetings of the board subject to the instructions in paragraph (f) (3) and (4) of this section.

(j) *Responsibilities of the board.* The board will: (1) Subject to the limitations on its jurisdiction set out in paragraph (e) of this section, review any proposed settlement made by determination by the TCO, or proposed negotiated termination settlement, or any material in connection therewith, including novel or special problems, when requested in writing by any TCO.

(2) Act promptly on any proposed settlement subject to the instructions in paragraph (f) (3) and (4) of this section.

(3) Take action in the form of either approval or disapproval, or in an appropriate case, of recommendation or advice.

(4) Send the following to the Commander, AMC, attn: MCPPJ, after final approval by the board of any proposed settlement of a termination of a contract:

(i) A copy of the settlement memorandum.

(ii) The auditor's report.

(iii) The minutes of the meeting of the board and a copy of the recorder's certificate.

(iv) Where final approval of the Hq AMC Board is necessary because the proposed settlement is in excess of $500,000, the AMA, APD, AFPRO, AMFEA, and AMFPA board will send, in addition to the documents enumerated above, five copies of the minutes and supporting documents of such lower board to the Commander, AMC, attn: AMC Settlement Review Board, for final approval of the proposed settlement.

(k) *Authority of contracting officer to proceed.* If a proposed negotiated settlement is disapproved by the cognizant settlement review board, the TCO will thereafter renegotiate a settlement which may be submitted for approval. In the event of his inability to negotiate satisfactory settlement, he will render findings and effect a settlement by determination.

§ 1008.517-1 *Required reviews*—(a) *Fixed fee.* When the settlement is limited to the adjustment of the fixed fee, and the total amount of the fixed fee as adjusted is $25,000 or more, the matter will be submitted for review and approval to a settlement review board. In arriving at the amount which represents the adjusted fixed fee, the progress fixed-fee payments made prior to the termination will not be deducted.

(b) *Partial termination.* (1) In handling the settlement of a partial termination of cost-type contracts, reference should be made to § 1008.514. Generally such terminations will result in a reduction of the over-all estimated cost as well as an adjustment of the fixed fee relating to the terminated portion of the contract. If a separate fixed fee for the terminated portion is not stated separately in the contract, the allocable portion of the fixed fee should be estimated. Where the amount of the fixed fee relating to the terminated portion of the contract, which is to be retained by the contractor for work performed, is $25,000 or more, the matter will be submitted for review and approval to a settlement review board.

(2) When there is a partial termination and a written determination is made by the contracting officer that the costs pertaining to the terminated portion are, pursuant to § 8.514 (i) of this title, clearly severable, the settlement may be limited to an adjustment of the fixed fee or may include costs and fixed fee. The policies set forth in the preceding subparagraphs relating to settlement review boards will be applicable whether the settlement is limited to an adjustment of the fixed fee or includes costs and fixed fee.

(c) *Subcontractor settlements.* The same review and approval by a settlement review board is required in connection with subcontract termination settlements as that set forth in paragraphs (a) and (b) of this section for prime contracts. If a prime contractor holding a cost-reimbursement type contract elects to voucher out costs, termination settlements with its subcontractors are subject to settlement review board review and approval if the settlement requires payment of $25,000 or more, as computed according to § 8.202 of this title and further implemented by paragraphs (a) and (b) of this section. Such action should be taken prior to approval of any Standard Form 1034 vouchers containing such costs.

(d) *Review of proposed settlements resulting from determinations.* If the contractor and the contracting officer cannot agree upon a settlement of a fixed-price or cost-reimbursement type contract, and the contracting officer determines the amount due to the contractor according to the provisions of the termination clause of the contract, such determination settlement, if $25,000 or more, will be submitted for review and approval to a settlement review board. The submission to a settlement review board will be prior to the transmission of the determination and all supporting data to the Staff Judge Advocate, Hq AMC.

(e) *Settlement of $500,000 or more.* In any case where the proposed settlement amount is $500,000 or more, the proposed settlement must be submitted for review and approval to the Hq AMC Settlement Review Board.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1012—LABOR

1. Sections 1012.102-3 and 1012.102-4 are added as follows:

§ 1012.102-3 *Procedures.*

(a)—(b) [Reserved]

(c) All contracts, other than firm fixed-price contracts or fixed price contracts with escalation (which do not provide for any labor escalation) will provide that payment of overtime premiums and shift premiums will be allowed, or considered in pricing, only to the extent approved according to § 12.102-4 of this title. In addition, contract provisions for any specific overtime or shift premiums related to conditions set forth under § 12.102-5 of this title shall be supported by approval as specified under § 12.102-4 of this title. Types of contract clauses are as follows:

(1) All contracts of a cost reimbursement type as defined in § 3.404 of this title, and all fixed price contracts providing for price redetermination, including incentive contracts but excluding contracts providing for redetermination prospectively only, will contain the following clause:

APPROVAL OF OVERTIME AND EXTRA SHIFTS

Except as otherwise stated in this contract and in this section, Contractor shall not be reimbursed by the Government directly or indirectly for overtime premiums or shift premiums paid in the performance of this contract unless the overtime or extra shift shall have been approved by Contracting Officer. Approval is not required for overtime or extra shifts which result in lower over-all cost to the Government, nor for work necessary to cope with emergencies such as those resulting from accidents, natural disasters, or breakdowns of production equipment or occasional production bottlenecks of a sporadic nature; nor to work performed by indirect labor employees such as those performing duties in connection with administration, protection, transportation, maintenance, standby plant protection, operation of utilities or accounting; nor in the performance of tests, industrial processes, laboratory procedures, loading or unloading of transportation media, and operations in flight or afloat, which are continuous in nature, and cannot reasonably be interrupted or otherwise completed.

(2) The above clause will not be used in straight fixed price contracts, in contracts containing escalation provisions other than labor escalation, in price redetermination type contracts where redetermination is prospective only, nor in time and material contracts. Reference §1007.2303-4 (a) (iii) of this chapter for Time and Material Contracts.

(3) When approval for overtime or extra shifts has been obtained, the following clause will be included in the contract:

The contractor is authorized to perform overtime or extra shift work to the extent of ______ * and the cost thereof shall be reimbursable to the contractor to the same extent as other costs properly incurred in connection with the performance hereof.

(d) [Reserved]

(e) Where overtime premium or shift premiums are being paid in connection with the performance of Government contracts, the continued need will be subject to review to insure that the reasons upon which it was based continue to be valid. To the extent that such review discloses that the reasons are no longer valid and that savings to the Government may be expected through the reduction of overtime, the following action as appropriate will be taken:

(1) Contractor will be requested to reduce or eliminate payment of overtime or shift premiums to the maximum extent possible and where contractually appropriate, authorization for overtime will be withdrawn.

(2) Where appropriate, performance or delivery schedules will be extended by contractual amendment (see § 1053.102 of this chapter) and authorization for overtime or shift premium and the contract price adjusted accordingly. Such reviews will include consideration of cost type subcontracts.

(f) [Reserved]

(g) Requests for overtime or shift premium approval under § 12.102-4 of this title will be submitted in sufficient time to provide for receipt at Hq AMC, Hq ARDC, AMA, or AF depot at least 30 days prior to the period for which overtime, extra-pay, or multi-shift work is required. Requests must be validated by signature of one of the responsible senior executive officials of the company involved. Contractors performing overtime, extra-pay, or multi-shift work prior to receipt of the approval do so at their own risk since retroactive approval will be considered only for cases of extreme urgency for which retroactive action can be fully justified.

(h) Contractor's request for overtime or multi-shift premium authorizations must clearly set forth the benefits accruing to the Government; will state that the overtime required is not due to contractor deficiencies in engineering or production, and will be signed by one of the responsible senior executive officials of the company involved. Requests will be evaluated by the AFPR, the chief of the APD, and/or the procuring contracting officer to assure that they are sound and in the best interest of the Government. Analysis of requests will consider such factors as: (1) priority of program involved, (2) firmness of requirement, (3) use of alternate or additional sources, (4) reasonableness of estimates and forecasts contained in proposals, (5) past performance of contractor as to use of overtime, (6) effect of new vs old program requirement, and (7) any other data pertinent to a sound decision.

(i) Requests for approval of overtime or shift premiums requiring Secretary or his designee approval will include the following information as applicable.

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*If the overtime of shift premium as approved is subject to review from time to time and reduced prospectively by the ACO, this condition on the approval should be inserted in the block along with the amount of overtime or shift premium approved. If, on the other hand, the approval is an absolute approval for so much overtime or shift premium subject only to the contractor's being able to justify the use thereof, then this block should contain only the amount of overtime of shift premium approved.

(1) Contract or program.

(2) Contractor.

(3) Type of contract.

(4) Description of items or services being procured, purpose, and dollar amount of the contract.

(5) Urgency, including any effect on other equipment, programs, etc.

(6) Inclusive dates covering the time period when overtime, extra pay or multi-shift work is or was required.

(7) Total number of overtime man-hours required and the overtime percentage or the amount of extra pay or multi-shift man-hours.

(8) Purpose of overtime, extra-pay, or multi-shift indicating operations and personnel affected.

(9) Overtime, extra-pay, or multi-shift cost:

(i) Straight time.

(ii) Overtime or shift premiums.

(10) Monetary impact (cost or saving) to the Government if the request is denied. This includes additional costs directly chargeable as a result of program stretchout.

(11) Physical impact (schedule slip, design completion slip, etc.) that would result if request is denied.

(12) Indication of effect on other military departments and concurrence of other departments to requested overtime, when appropriate.

(13) Indication of consideration given to the utilization of increased manpower and reasons that preclude such recourse.

(14) Narrative justification giving specific areas in which overtime or multi-shift will afford operations in the best interest of the Government.

§ 1012.102–4 *Approvals.*

(a)–(d) [Reserved]

(e) Contractors requests for approvals in connection with existing contracts will be processed through the AFPR or chief of the APD to the procuring contracting officer for submittal to the Secretary or his designee for approval.

(f) The Director of Procurement and Production, Hq AMC, the Director of Procurement, Hq ARDC, the commanders of each air materiel area (ConUS) and the Commanders of Dayton, Memphis, and Rome Air Force Depots are authorized to approve overtime and shift premiums.

(g) Procuring contracting officers will submit requests to one of the following as appropriate, for approval action.

(1) Director of Procurement and Production, Hq AMC, attn: MCP (Hq AMC and off shore awarded and/or procurement responsibility contracts).

(2) Director of Production, Hq ARDC, attn: RDSKSP (Hq ARDC awarded and/or procurement responsibility contracts).

(3) Commander AMA (ConUS) or Dayton, Memphis, or Rome AF Depot, attn: Director of Procurement and Production (AMA or depot awarded or procurement responsibility contracts).

(h) Records will be maintained as to actual expenditures for overtime or shift premiums as approved under each contract. Expenditures will be recorded on a monthly basis and maintained in the contract file. Overtime, extra pay, and multi-shift utilization reports will be prepared and submitted by the AFPR or APD upon request of AMA's or Hq AMC.

(i) The Director of Procurement, Hq ARDC, commanders AMA's (ConUS) and the Commanders of Dayton, Memphis, and Rome Air Force Depots will furnish to Hq AMC, attn: MCP, information on a monthly basis (first through last day) as to their overtime extra pay and multi-shift approvals. The following information will be furnished for each approval:

(1) Contractor.

(2) Program or item.

(3) Overtime hours requested and approved.

(4) Premium dollars requested and approved.

(5) Period of overtime performance.

(6) Date overtime approved.

(7) Appropriate comment indicating specific reasons for action. This information will be submitted in sufficient time to permit receipt at Hq AMC on or before the 25th day of the month following the report period. RCS: AF-N-25 is assigned to this report. Negative reports are required.

2. Section 1012.804 is deleted and the following substituted therefor:

§ 1012.804 *Special requirements or emergencies.* In view of the fact that the Nondiscrimination clause requirement represents Government policy, every effort should be made to encourage acceptance of the clause. No request for a deviation will be submitted unless it is regarded as necessary or clearly in the best interests of the Government, all factors considered.

(a) When, in negotiated procurement, an offeror who would otherwise be qualified for award refuses to accept the clause or requests a modification thereof, and an award omitting the clause or granting such modification is considered necessary or clearly in the best interests of the Government, a request for such deviation will be forwarded to the commander of the air materiel area in which the firm is located. The commander of the air materiel area will personally discuss with the President of the company concerned the inclusion of the clause in the pending contract and if, after such discussion, the firm still refuses to accept the clause, the request for deviation will be forwarded through The Office of the Procurement Committee (MCPC), Hq AMC, to Hq USAF.

(b) In advertised procurement, where the lowest otherwise responsible bidder refuses to accept the clause, award will be made to the next lowest responsible bidder.

(c) Report of bidder's refusal to accept the "nondiscrimination in employment" clause: In the instance set forth in paragraph (b) of this section, a report containing the following information will be forwarded as soon as possible through the Commander, AMC, attn: MCPC, to the Director of Procurement and Production, Hq USAF:

(1) Name and location of bidder refusing to accept the clause.

(2) IFB number and date.

(3) Bidder to whom award was made.

(4) Supplies or services to be furnished.

(5) Dollar difference between bid of bidder refusing to accept the Nondiscrimination clause and bid of next lowest bidder to whom contract was awarded.

3. Sections 1012.806–2 and 1012.806–3 are added as follows:

§ 1012.806–2 *Posting of notices.* (a) The notices referred to in § 12.806–2 of this title will be acquired and distributed as follows:

(1) Contract Processing and Control Section (MCPSDC), Hq AMC, will distribute one copy of the notice to all contractors receiving awards through Hq AMC, including letter contracts and notices of awards.

(2) Contract distribution offices within AMC field procurement activities, Air Research and Development Command, Air Force Academy Construction Agency, Deputy Director/Ballistic Missiles, Chief Electronics Defense Systems Division, and local purchase activities will distribute at least one copy of the notice to all contractors receiving contracts, including letter contracts and notices of award that do not fall within the exceptions pursuant to § 12.803 (a) of this title.

(3) Procurement activities other than those set forth in subparagraphs (1) and (2) of this paragraph, will make distribution when contracts do not fall within the exceptions pursuant to § 12.803 (a) of this title.

(4) All additional requests for notices, such as for the prime contractor's facilities or subcontractor's facilities, will be directed to the contracting officer administering the contract.

§ 1012.806–3 *Compliance reviews.* (a) Compliance reviews will consist of routine and special reviews. A series of special reviews will be conducted semi-annually, not later than the first full week in June and December of each year. Facilities to be surveyed (AF cognizant only) will be selected by Resources Management Staff Branch (MCPRMR), Hq AMC, on the basis of geographical cross sections of the country and covering a variety of AF production. Surveys will be made in cooperation with the respective AF plant representatives or the chiefs of the air procurement districts, or other major command headquarters. During special reviews, suggestions (informally or in writing) may be advanced to improve the general performance of contractors with respect to equal opportunity policy. Exceptions taken by the contractor to these suggestions will receive careful analysis and consideration. Air Force representatives will make every effort to perform this program on a cooperative basis with contractors. A wide latitude of good judgment must be used in making these surveys.

(b) Routine reviews:

(1) Routine compliance reviews prescribed in § 12.806–3 (b) of this title are considered a normal part of contract administration and are the responsibility of the contracting officer administering the contract. Contracting officers should use the services of AF inspectors or other available AF personnel to perform this review. A routine review of the practices

of the contractor to ascertain compliance with the requirement of the clause in the contract will consist of the following action.

(i) Determine that the contractor has received the letter from the contracting officer as stated in § 1012.806–1.

(ii) Determine that the Equal Economic Opportunity Posters are conspicuously and sufficiently displayed for employees and applicants.

(iii) Determine that the "Nondiscrimination in Employment" clause is included in first tier subcontracts (Purchase Orders) as required in §§ 12.802 and 12.803 of this title.

(2) In special cases where there are no AF personnel available in local purchase activities for a routine review because of an unreasonable distance to the facility, the contracting officer administering the contract will arrange with the geographical AMA in which the contractor is located for the routine review to be accomplished by an AF official on a visit to the facility.

(3) Indications of noncompliance in routine reviews will be immediately reported to the contracting officer administering the contract for correction.

(4) Contractors who fail to correct discrepancies noted during routine reviews performed according to subparagraph (1) of this paragraph will be reported with complete supporting data to the Resources Management Staff Branch (MCPRMR), Hq AMC, for appropriate action under paragraph (c) of this section.

(c) Special reviews: Special reviews of AF contractor facilities, whether under AMC or other major command jurisdiction, will be made by industrial manpower representatives in the AMAs or APDs at the option of and to extent directed by MCPRMR, Hq AMC. Considerable discretion should be given the representative as to the manner of conducting the review. However, to the extent practicable, such an appraisal should cover the following points:

(1) Inclusion of the Nondiscrimination clause in subcontracts.

(2) Posting of Equal Economic Opportunity posters.

(3) If available, obtain oral or written statement from contractor setting forth the employer's equal opportunity policy.

(4) Determine if nondiscrimination policy is disseminated to all employees, and by what method.

(5) Review overall employment practices of the contractor such as recruitment, employment, upgrading, downgrading, termination, and training procedures including apprenticeship program.

(6) Methods of establishing rates or other compensation.

(7) Grievances as applied to discrimination.

(8) Review such factors which have an effect on labor-management, local and area conditions.

(9) If the employees are represented by a labor organization, an interview will be conducted with local union officials concerning the above items set forth in subparagraphs (2) through (8).

(10) In states and cities affected by Fair Employment Practices legislation, industrial manpower personnel making the special survey will interview the Director of Fair Employment Practices Commission concerning discrimination practices affecting facilities producing for the Air Force in the area.

(11) Interviews will be conducted with officials of local minority groups, U. S. Employment Service, Bureau of Apprenticeship-Department of Labor, and other organizations which may contribute to improving the Equal Opportunity program.

4. Section 1012.806–4 is deleted and the following substituted therefor:

§ 1012.806–4 *Complaints.* Complaints received by the Air Force alleging noncompliance with the provisions of the Nondiscrimination clause will be reviewed by the initial receiving office to determine that they contain the identifying information called for by § 12.806–4 of this title. Complaints not received within one year from the date of the incident will not be processed.

5. Section 1012.806–5 and 1012.806–6 are added as follows:

§ 1012.806–5 *Incomplete complaints.* The initial AF receiving office will be responsible for obtaining additional information in keeping with § 12.806–5 of this title.

§ 1012.806–6 *Processing of complaints.* Only complaints complying with § 12.806–4 of this title and involving contractors and subcontractors under AF contract administration cognizance will be processed through Hq AMC for investigation by industrial manpower representatives in AMAs or APDs. When field offices are unable to determine cognizance, the complaint will be referred through channels until cognizance is determined. When it is determined that the facility involved is under the cognizance of an agency other than the Air Force, the complaint will be forwarded through channels to the Director of Procurement and Production, Hq USAF, for referral to the other agency. When informal complaints are received by an administrative contracting officer or an AF plant representative in an AF facility, they will be referred to MCPRMR Hq AMC, for direct investigation by the industrial manpower representative in the AMA or APD.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301–2314, 70A Stat. 127–133; 10 U. S. C. 2301–2314)

PART 1013—GOVERNMENT PROPERTY

1. Section 1013.103 is added as follows:

§ 1013.103 *Control of Government property.* It is provided in § 30.2 (Appendix B, 205–5) and § 30.3 (Appendix C, 103–3) of this title, that property to which the Government has acquired a lien or title solely as result of partial, advance, or progress payments will not be controlled under the procedures of either Manual. The foregoing means that for the purposes of accounting, control, identification, etc., that such property will not be subject to the procedures established for Government property defined as Government-furnished or contractor-acquired. Nothing in the foregoing intends that the Government's title or right of title to such property is in any way lessened. Accordingly, when a development under the contract requires that action be taken to protect the Government's interests, the handling, disposition, etc., of such property will be subject to the provisions of the Default clause, Termination clause, or Special Tooling clause, as applicable.

(a) The Commander, AMC, has been delegated the authority to (1) control Government-owned industrial property, including the correction and adjustment of deficiencies and irregularities regarding the administration of the said property, (2) grant exceptions with respect to the policy that contractor's records will be designated and used as official contract records, and (3) appoint property administrators.

(b) The authority described above has been delegated by the Commander, AMC, to the Director of Procurement and Production, Hq AMC, who has further delegated the authority to the following:

(1) Deputy Director/Procurement and Assistant Deputy Director/Procurement, Hq AMC.

(2) Commanders and vice commanders of major air commands within the continental United States, with power of redelegation limited to staff officers responsible for procurement within their headquarters and within the headquarters of the first echelon of command immediately subordinate to a major air command.

(3) Commanders and vice commanders of oversea commands with power of redelegation limited to staff officers responsible for procurement within command headquarters and within the headquarters of the first echelon of command immediately subordinate to a major command; air attachés on duty in foreign countries; and chiefs of Air Force foreign missions.

(4) Director of the Air Force Academy Construction Agency.

(5) Chief, Electronics Defense Systems Division, with power of redelegation to the Deputy Chief, Electronics Defense Systems Division only.

(6) Deputy Director/Ballistic Missiles, Hq AMC, with power of redelegation to the Assistant Deputy Director/Ballistic Missiles.

(7) Commanders and deputy commanders of air materiel areas, AF depots, and separate AMC local purchase activities with power of redelegation of only that authority cited in paragraph (a) (2) of this section, to the staff officer responsible for procurement matters, provided such officer is not below the level of the director of procurement and production, at an air materiel area, or equivalent organization. Authority contained in paragraphs (a) (2) and (3) of this section is not subject to further redelegation.

(8) Commander and Deputy Commander, Air Materiel Force, Pacific Area (AMFPA), with the power of redelegation not to extend below a staff officer responsible for procurement of the first echelon of command immediately subordinate to AMFPA.

(9) Commander and Deputy Commander, Air Materiel Force, European Area (AMFEA), with power of redelegation not to extend below a staff officer responsible for procurement of the first echelon of command immediately subordinate to AMFEA.

(c) The delegation of authority by the Director of Procurement and Production, Hq AMC, as set forth in paragraph (b) (1) through (9) of this section does not include authority to: (1) Act on policy matters relating to the furnishing of Government-owned industrial property and the control thereof, or (2) grant deviation from established policy with respect to records requirements on such property.

(d) The Industrial Property Staff Branch, Hq AMC, will exercise staff supervision and technical direction over the control of Government-owned industrial property within the Air Force (both continental United States and overseas).

2. Section 1013.408 (b) is deleted and the following new paragraphs (b) and (c) are substituted therefor:

(b) The contractor's approved maintenance program for machinery and equipment (Schedule III and IV) will include procedures for maintenance, repair, protection, and preservation of all industrial equipment according to sound industrial practice. This includes normal parts replacements and necessary rebuilding and rehabilitation of industrial equipment. In the formulation of an adequate maintenance program, the contractor may request the assistance of the AF quality control inspector, if needed and available.

(c) All repairs and replacement of industrial facilities required as a result of damages by an "excepted peril" as defined in § 1007.2703-2 (g) of this chapter will be handled on an emergency case-by-case basis in the same manner as a project for rehabilitation.

3. Section 1013.2004 (c) (11) is deleted and the following substituted therefor:

(11) Arrange with the prime AMA for the IRAN of an aircraft bailed by AMC, Code BC. The procedures of Technical Order 00-25-4 will be followed for the advance reporting and arranging for depot level maintenance of aircraft. Such scheduling will be coordinated with the bailee so that the aircraft can be released into maintenance without compromise of development or production programs.

4. *Subpart Z*—Industrial Real Property—Acquisition and Disposal is revised, as follows:

§ 1013.2600 *Scope of subpart.* This subpart sets forth the policies and procedures for acquisition and disposal of industrial real property.

§ 1013.2601 *Applicability.* Applies to Hq AMC, Directorate of Procurement and Production, AMA's AF depots, major air commands, (ConUS) participating in AMC Industrial Facilities Expansion Programs.

§ 1013.2602 *Definitions.* For the purpose of this subpart the following terms will have the meaning set forth below.

(a) *"Industrial real property."* Industrial real property is that defined in § 1013.101-64 which is acquired or utilized for the establishment or expansion of public or private industrial plants, in support of procurement programs.

(b) *"Fee title."* Absolute ownership clear of any conditions, limitations, or restrictions. It is the highest estate known to the law and implies complete dominion over the land.

(c) *"License or permit."* A privilege, revocable at will, to use the property of the licensor, for a specified purpose and period of time without possessing or acquiring any estate therein. Generally a permit is the proper instrument when the right to use real property (of another Government agency) is to be acquired; in other cases the license is used.

(d) *"Easement."* A conveyance of an interest in real property for a specific purpose. It may be granted for a term of years or in perpetuity. The fact that the grantor is not excluded from such use of his property as will not interfere with the grantee's use, distinguishes the easement from the lease.

(e) *"Lease."* A conveyance of a possessory interest in real property for a term of years, revocable at will or as otherwise provided in the instrument, and reserving rent or other consideration.

(f) *"Transfer."* A means by which Government-owned real property can be transferred between Government agencies with or without reimbursement.

(g) *"Disposal."* Any action to relinquish rights to property, under the control of the Air Force, to the control of some other agency or private party.

§ 1013.2603 *General.* The Air Force may acquire real property or interests therein only to the extent that it is authorized to do so by specific statutes conferring this authority. In general, the Air Force is authorized to acquire industrial real property for purposes of expanding public and private plants only in support of aircraft and related procurement. When authorized, the acquisition of industrial real property or interests therein may be accomplished by purchase, donation, lease, condemnation or otherwise. Property may also be acquired by the Air Force by transfer or use permit from other Government agencies. Disposal of real estate, in general, is subject to the provisions of the Federal Property and Administrative Services Act of 1949, as amended, and the delegations of authority made thereunder by the Administrator of General Services Administration to the Department of Defense. By interservice agreement the Chief of Engineers (Department of the Army) acts as agent for the Department of the Air Force for acquisition and disposition of real estate generally. Also the Chief of Engineers acts as custodian of legal records, i. e., deeds, titles, leases, etc., pertaining to AF industrial real property.

§ 1013.2603-1 *Approval of directives for acquisition or disposal.* (a) Authority has been delegated to the Director and Deputy Director of Procurement and Production, Hq USAF, to approve directives on behalf of the Air Force to the Chief of Engineers, Department of the Army, for acquisition or disposition of any interest in industrial real property, including acquisition or disposition of an interest in such property by transfer between the Air Force and other military departments or other federal agencies. Authority to approve such directives has been delegated below the level of the Directorate of Procurement and Production, Hq USAF, only in certain minor cases relating to disposal of industrial real property (§ 1013.2607-1).

(b) Certain acquisitions and disposals of real property are subject to prior approval of the Department of Defense and the Senate and House Armed Services Committees under the provisions of DOD directive 4165.12, 8 March 1954, and 10 U. S. C. 2662 (formerly 40 U. S. C. 551). The following acquisitions and disposals require prior approval:

(1) An acquisition of fee title to any real property if the estimated price is more than $25,000.

(2) A lease of any real property to the United States if the estimated annual rental is more than $25,000.

(3) A lease of real property owned by the United States if estimated annual rental is more than $25,000.

(4) A transfer of real property owned by the United States to another federal agency or another military department, or to a State, if the estimated value is more than $25,000.

(5) A report of excess real property owned by the United States to a disposal agency if the estimated value is more than $25,000.

§ 1013.2604 *Policy governing acquisition of industrial real property.* Only the minimum amount of real property required to secure an industrial productive capacity sufficient to meet the needs of the Air Force will be acquired. Real property will not be acquired from private ownership unless the available real property currently under the control of military departments or other Government agencies is inadequate to satisfy the Air Force's industrial requirements. In utilization of Government-owned property current requirements will, in the absence of unusual circumstances, be given preference over future or mobilization needs. Unless over-riding considerations of urgency decree otherwise, real property should be acquired by whichever of the following methods will satisfy the industrial requirement in the most economical manner and create the least impact on the civilian economy.

(a) Acquisition of fee title to land, inclusive of all mineral rights and improvements, will be considered to be in the best interest of the Government where one or more of the following conditions exist:

(1) Proposed construction to be placed on the land by the Government has an estimated cost equal to or in excess of the current market value of the land.

(2) Calculated period of required use is of sufficient duration that the sum expended for rentals and restoration, if required, would exceed 50 percent of the fair market value of the fee title.

(3) Cost of acquiring an easement right exceeds 75 percent of the current fair market value of the fee title.

(b) Acquisition of use of land and improvements by easement (permanent or so long as required for Government use), license or permit, lease or condemnation of lease-hold interest will generally be considered in the best interest of the Government if the acquisition of fee title cannot be justified under paragraph (a) of this section. Lease-holds should be negotiated to provide for right of cancellation of the lease in whole or in part, or upon giving the shortest notice agreed to by the lessor.

§ 1013.2605 *Acquisition procedure.* (a) The AF contractor or AF sponsoring activity requesting the additional industrial real property will initiate such request according to industrial facility expansion procedures contained in §§ 1013.2403 and 1013.2404.

(b) Air materiel area review and processing of the proposed expansion will be accomplished as set forth in § 1013.2402 (c). Where applicable, coordination will be accomplished with the appropriate air installations division if the industrial expansion involves a base activity. The proposal, together with AMA recommendations will be forwarded to Commander AMC, attn: MCPB.

(c) Upon receipt, Industrial Resources Division (MCPB) will review and coordinate the proposal. Prior to initiation of a request to Hq USAF to acquire additional real property, MCPB will make a determination that the requirements cannot be satisfied by:

(1) Exercise of recapture of use rights to property in which the Government has retained such dormant estates.

(2) Use of property that is excess to the needs of the other military departments or to another Government agency.

(3) Use of property that is temporarily excess to the needs of the other military departments or to another Government agency and which can be secured for exclusive or joint use. The current inventories of real property holdings as maintained by each military department will be reviewed and excess properties made available for physical inspection. Inventories of other Government agencies as maintained by General Services Administration should be reviewed to determine availability of useable properties.

(4) Exercise of existing authorities for the exchange of Government owned real property for privately owned property that is by type or location adaptable for the military need. Available real property of the military department and other Government agencies should also be included in such consideration.

(5) Use of the public domain.

(6) Securing title to real property from State or municipal governments by donation or use thereof by long-term nominal lease.

(d) After the project is thoroughly justified, MCPB will prepare a request to Hq USAF, attn: AFMPP-IR, over the signature of the Director of Procurement and Production, Hq AMC. Each request will contain the following information:

(1) A statement of the interest to be acquired in the real property.

(2) Metes and bounds description and a plot plan of the land to be acquired including improvements thereon; a description of the physical characteristics of the adjacent land including improvements thereon; location of the land to be acquired (county and State) with relation to the nearest community or settlement and with relation to the nearest large city.

(3) Statements as to results of site inspection of land to be acquired by Air Force, including information regarding the following survey factors, as applicable:

(i) Accessibility.

(ii) Obstructions.

(iii) Construction costs.

(iv) Topography.

(v) Soil conditions.

(vi) Drainage.

(vii) Utilities.

(viii) Availability of construction materials.

(ix) Expansion possibilities. Indicate any known conflict with planned highways or other public improvements.

(x) Meteorological conditions.

(xi) Dispersal.

(xii) Zoning protection.

(4) Proposed use and justification therefor, including a statement that the need is firm.

(5) Date possession will be required and estimate of period of occupancy.

(6) Estimated cost of acquisition; such estimate to include breakdown of cost per acre or square foot, as applicable, to include improvements thereon itemized by cost. Statement should include fair market value of the facility being acquired and an indication as to how this value was determined. Consideration should be given to lease or purchase and submission should fully justify which is in the best interest of the Government.

(7) Indication whether any relocations are involved for the displacement of families, business, roads, power lines, etc.

(8) Appraisal value of this property for tax purposes and the current amount of taxes involved.

(9) A statement that the requirement has been reduced to a minimum with provisions for future requirements.

(10) A statement that the interest proposed for acquisition will satisfy the industrial requirement with least impact on the civilian economy.

(11) When lease of buildings or land is requested, a comparison between the proposed rate to be paid and the going rate for similar property in the area will be made. If rehabilitation will be required, a statement should be included to cover cost and extent of the required rehabilitation, as well as an estimate of extent of nonseverable improvements.

(12) Reasons for the continued lease of property in cases where this practice has been followed for several years and why lease should be continued rather than purchase.

(13) A statement that no other available Government-controlled facilities meet the requirement, including facilities not under the jurisdiction of the Air Force and those owned or leased by other departments or agencies of the Government that may be available on a permanent or temporary basis. If the facility concerned has been declared excess to the needs of the Department of Defense, a request for suspension of disposal action will be made.

(14) Other factors pertinent to circumstances surrounding the acquisition not covered above.

NOTE: Where determined necessary in individual cases, where the price of the interest to be acquired exceeds $25,000, MCPB through the Commander AMC, may secure from the appropriate Division or District Engineer, Corps of Engineers, Department of Army, a Real Estate Planning Report to accompany the request for acquisition.

(e) Following necessary approval, the Director or Deputy Director of Procurement and Production, Hq USAF, will request the Chief of Engineers to obtain immediate right of entry and to accomplish the acquisition.

§ 1013.2606 *Disposal of industrial real property.* A continuing review of the need for industrial real property will be maintained by the AF offices having administrative and/or surveillance responsibilities to the end that prompt disposition will be accomplished of that property which is no longer required to support current industrial programs or foreseeable AF readiness requirements. The provisions set forth in § 1013.2607 will be used as a guide in accomplishing disposal actions involving improvements on nonexcess land. Disposal of buildings, structures, improvements (not including land) will be initiated by processing AF Form 300, "Request for Approval of Disposal of Building and Improvements."

§ 1013.2607 *Disposal of buildings and improvements on nonexcess lands.* Because of frequent revisions in production requirements, disposal of excess buildings, structures, and improvements located on nonexcess land will not be undertaken except for those buildings, structures, and improvements which meet one or more of the following criteria:

(a) Have deteriorated beyond the point of economical repair, rehabilitation, or restoration.

(b) Occupy or interfere with a site needed for construction.

(c) Are dangerous to life, likely to damage adjoining structures, or have become a hazard or nuisance.

(d) Require more than nominal maintenance.

(e) Are considered surplus and unneeded for AF production requirements.

§ 1013.2607-1 *Authorization for disposal of buildings, structures and improvements on nonexcess land.* (a) The Commander, Air Materiel Command, or his designee, is authorized to approve disposals by sale, salvage, transfer, abandonment or otherwise of buildings, miscellaneous structures, utility distribution systems, plants, railroads, pavements, etc., certified as fulfilling the criteria of § 1013.2607 where the total estimated current value of all items listed on AF Form 300 is not more than $25,000. Estimated current value means the estimated net monetary return that may be derived from disposition of buildings and improvements by sale, or the estimated monetary value of materials derived from salvage if sale otherwise is not feasible. If the original cost plus the cost of subsequent improvements, other than maintenance totals more than $50,000 the appropriate Division or District Engineer, Corps of Engineers, Department of Army will be requested by MCPB, Hq AMC, to establish the estimated current value. In other instances the sale or salvage value will be established by the appropriate contracting officer.

(b) The Commander, Air Materiel Command, or his designee, may approve the disposal of all buildings and improvements which are completely destroyed by fire or acts of nature (storm, flood, earthquake, etc.). In the event of partial destruction, the Air Materiel Command is authorized to take immediate emergency action to the extent necessary to eliminate hazards caused by fire or acts of nature, regardless of the current value of the structure involved.

(c) Within the approval authority established above, the Commander, Air Materiel Command, may delegate in individual cases to intermediate commanders or installation commanders final approval authority for disposal of excess buildings, and improvements where the total estimated current value of all items entered on AF Form 300 is not in excess of $5,000.

(d) Where disposal action includes the demolition of buildings and/or improvements held under a facilities contract, the demolition may be accomplished by the contractor under direction of MCPB, Hq AMC, through partial termination of the facilities contract.

(e) In the case of all disposals of buildings and improvements other than those described above, AF Form 300 will be forwarded to the Directorate of Procurement and Production, Hq USAF, for prior approval with the recommendation of the Commander, Air Materiel Command, or his designee. The Director of Procurement and Production, Hq USAF, will screen the property involved for utilization by the military departments according to applicable Department of Defense regulations, secure any approvals necessary for its disposition, and transmit AF Form 300 to the Corps of Engineers with appropriate instructions.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

Part 1016—Procurement Forms

1. New Subpart C—Purchase and Delivery Order Forms is added, as follows:

§ 1016.303 *Order for supplies or services (DD Form 1155, 1155r, 1155c, and 1155s).*

§ 1016.303-52 *Payment and discount provisions.* Under the Payments Clause on the reverse of DD Form 1155, payments for partial deliveries accepted by the Government may be made when the amount due on such deliveries warrants payment. To reduce administrative costs in preparing separate payment vouchers and checks, the following procedures may be followed:

(a) When only one delivery is contemplated, the purchase order may specify that only one payment will be made and that the discount period, if any, will commence upon receipt of complete delivery or invoice, whichever is later.

(b) Where multiple deliveries are contemplated, the purchase order may specify that payment will be made and that the discount period will commence after final delivery or receipt of invoices on the entire order, whichever is later.

(c) If contractors are reluctant to wait until final delivery, and it is considered more practicable to pay upon the accumulation of several partial deliveries rather than on each delivery or on final delivery, the purchase order may provide for a partial payment when invoices for deliveries received equal or exceed a specific dollar amount or percentage of the total amount. For example, when invoices for accepted partial deliveries exceed either $1,000 or 50 percent of the total amount of the order. The purchase order may further provide that in such instances the discount period will commence upon receipt of both the specified amount of deliveries and the invoice covering the deliveries.

2. Sections 1016.809, 1016.810 and 1016.810-50 are added as follows:

§ 1016.809 *Report of inventions and subcontracts (DD Form 882).* Contracting officers may furnish DD Forms 882 to contractors for optional use as set forth in § 16.809 of this title.

§ 1016.810 *Bidder's mailing list application (Standard Form 129).*

§ 1016.810-50 *Processing bidder's mailing application form.* Applications submitted according to § 2.204 of this title will be processed as follows:

(a) Each supplier making initial application to be placed on a bidders' mailing list will be required to:

(1) Complete a Standard Form 129 "Bidders' Mailing List Application" and, if necessary, DD Form 558-1, "Bidders' Mailing List Application Supplement," for each purchasing office with whom he desires to be listed.

(2) Select and identify items which are listed for the particular purchasing office and which he believes he is capable of furnishing.

(3) Send applications and marked commodity lists to each purchasing office with which he desires to be listed, except as provided in subparagraph (4) of this paragraph.

(4) Send applications and AFPI Form 24, "Commodity List Data," to the cognizant air procurement district, attn: small business specialist, when applications are intended for the Directorate of Procurement and Production, Hq AMC, or AMC field procurement activities (exclusive of local purchase functions thereof).

(5) If a Defense Production Pool, also submit a photostatic copy of the pool's Notification of Approval.

(b) The small business specialist in the air procurement district will review applications to:

(1) Extract from such applications information required for the proper maintenance of files of facilities qualified to produce as subcontractors.

(2) Bring subcontracting opportunities to the attention of firms submitting applications.

(3) Bring to the attention of the applicant instances where the firm has listed items on AFPI Form 24 which it does not have the facilities to produce as prime contractor.

(c) The small business specialist will forward applications to the appropriate purchasing offices, indicating in his transmittal that review has been made according to paragraph (b) of this section.

(d) Air procurement districts will make Standard Form 129 and AFPI Form 24 available to suppliers.

(e) The entries and instructions on Standard Form 129 are self-explanatory; however, purchasing offices and air procurement districts will furnish to prospective bidders such additional instructions for the preparation and transmission of the form as required to insure its proper completion and filing.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

Part 1030—Appendixes to Air Force Procurement Instruction

1. In § 1030.2, B-450, paragraphs (a) through (c) are added as follows:

(a) Unless otherwise provided herein, or otherwise directed by the Commander, AMC, the controlling depot will furnish the commander of AMC field procurement activities and separate activities, including chiefs, air procurement districts and AF plant representatives, appropriate shipping instructions for the expedient return or redistribution of reusable containers to the most advantageous geographical location.

(b) The property administrator assigned the contract(s) under which reusable containers are generated as the result of removal of the contents will assure, in coordination with the AF quality control representative, that the containers are identified, condition inspected, segregated, properly warehoused, and accounted for according to the contractor's property control system as approved under the provisions of the Manual.

(c) Disposition of reusable containers: Reusable containers will be either returned to Air Force supply, Army supply, Navy supply, or processed through the contractor's approved scrap and salvage procedures with disposition accomplished locally as appropriate.

2. In § 1030.2, B-452 is added as follows:

B-452 *Return of Government furnished property from contractor's plants for repair.* This paragraph applies to the Directorate of Procurement and Production, Hq AMC, and AMC field procurement activities, and establishes the procedure for processing reparable Government furnished property (GFP), which is to be transferred to an AF specialized repair activity for repair or other maintenance action.

(a) Normally, under the provisions of a contract, the contractor is required to maintain and administer, according to sound industrial practice, a program for the maintenance, repair, protection, and preservation of GFP. Such property, including, but not limited to, Government furnished aircraft equipment (GFAE), which is damaged or deteriorated while in the control or custody of a contractor, may, to the extent practicable and as approved by the administrative contracting officer, be placed in a serviceable condition through utilization of the contractor's repair and maintenance capabilities or his approved subcontract sources.

(b) With the exception of items authorized for disposal action at the contractor's facility pursuant to the terms of the applicable contract, GFP determined to be economically reparable and in need of repairs or other maintenance action which is beyond the capabilities of the contractor or his approved subcontract source, will be processed in the following manner:

(1) All reparable or defective GFAE will be processed according to these instructions and AMCR 65-19.

(2) Reparable GFP engines will be reported immediately upon discovery of condition of the engine to the directorate of supply and services of the prime AMA or depot according to T. O. 00-25-11 and processed as prescribed herein pending receipt of disposition instructions from the prime class activity.

(3) Reparable Government owned industrial equipment will be processed according to AMCM 69-1.

(4) All other reparable GFP will be processed as prescribed herein and shipped to the AF specialized repair activity indicated in T. O. 00-25-11.

(c) Prior to shipment of GFP, according to the foregoing instructions, the following actions will be taken:

(1) The items will be segregated, marked, tagged, or labeled according to chapter 6, part two, AMCM 74-1.

(2) The extent of repair or maintenance action required will be ascertained according to approved procedures in effect at the particular installation.

(3) In event the facts and circumstances indicate that the contractor may be responsible for the unserviceable condition of the property, such facts and circumstances, together with statement as to extent of repair or maintenance actions required and the recommendations of the property administrator, will be submitted to the administrative contracting officer for a determination as to liability of the contractor under the terms of the contract.

(4) A separate shipping document will be prepared for each property class, subclass, condition, and status of such property, which will be conspicuously and appropriately annotated as follows:

(i) Reparable Engine: Shipped as per instructions of ----------

(ii) Reparable GFAE: Shipped according to Par. 5, section III, AMCR 65-19 (Note: Shipping documents covering this category of property will be further marked pursuant to instructions contained in Par. 5, section III, AMCR 65-19).

(iii) Reparable GFP: Shipped for repair or maintenance action according to T. O. 00-25-11 (Note: Shipping documents covering this category of property will be further marked for Account No. 1).

(5) Where the administrative contracting officer has determined that the contractor is liable for the condition of the property, the property administrator will obtain information as to the cost of repair, for inclusion in the statement of amount of liability. In the event it is necessary to secure such costs from the repair activity, a letter will be directed to the appropriate AMA or depot concurrent with the release of the property for shipment. The letter will reference the particular shipment by: (i) document number and date, (ii) consignor, (iii) description of the property, (iv) date of shipment and GBL number, and (v) anticipated date of arrival at the repair activity. Upon receipt of data as to cost of repair, such data will be submitted to the administrative contracting officer for use in finalizing actions pursuant to § 30.2 (appendix B, 402.2) of this title.

(d) The AMA or depot will furnish actual or reasonably estimated cost of repair to the cognizant property administrator upon receipt of a request as provided in subparagraph (c) (5) above.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1052—PRE-AWARD SURVEYS

1. Sections 1052.102, 1052.103, 1052.104 and 1052.105 are deleted.

2. Sections 1052.102 through 1052.106 are added as follows:

§ 1052.102 *Purpose and description of pre-award survey and FCR.* (a) A pre-award survey is a check of a prospective contractor's qualifications to determine whether he is responsible and capable of performing as required by the bid or proposal. See § 1.307 of this title.

(b) A Facility Capability Report (FCR) is an instrument for reporting the results of a pre-award survey.

(c) An FCR will consist of answers to the following questions with regard to a contemplated award. Answers will always be arranged in the same order as questions listed below and will be identified with appropriate question number to eliminate repeating the question.

One: Is the firm considered capable of performing the proposed contract, taking into consideration:

(a) *Present facilities.* The required quality and quantity of machine tools, production equipment, manufacturing and warehouse areas, and material handling devices necessary to complete the work.

(b) *Production and Engineering Capabilities.* Present and projected production and engineering load and necessary experience.

(c) *The delivery schedule.*

(d) System for determining the financial and technical ability of subcontract or procurement sources to perform. Availability of contractor-furnished material and contractor furnished component parts. The contractor's ability to obtain and maintain the necessary inventory of supplies and parts.

(e) Quantitative and qualitative labor requirements and availability within the productive lead time.

(f) *Quality control capabilities.* The necessary experience, organization, and technical qualifications to provide and maintain adequate systems for control of quality for manufacturing, supplying, or overhauling the items. In addition to understanding thoroughly the specifications and contract requirements for inspection, test and control of quality throughout purchasing, subcontracting, production, storage, shipment and maintenance, the contractor must demonstrate a sound management approach to the control of quality and experiences sufficient to indicate a capability to perform satisfactorily on the proposed contract. This includes the contractor's responsibilities for GFAE and GFP.

Two: Does the firm possess sufficient financial stability to perform the contract being considered for award?

Three: Are the business practices of the firm considered satisfactory insofar as is known or can be determined without benefit of a complete investigation? Business practices encompass, but are not limited to, ethics, management competence, actual performance as to quality and delivery on previous or current Government contracts. Deficiencies in these areas are not subject to a certification of competency by SBA. Delinquencies in Government contracts should be evaluated as to causes. The contractor should not be held responsible for delinquencies caused by factors beyond his control. If the contract is for supplies, consideration will be given as to whether the firm is a manufacturer of, or regular dealer in, such supplies. See §§ 1.201-9 and 1.307 of this title and § 1002.403 (b).

Note: Replies to question "Three" of the FCR will consider the actual performance on current or previous Government contracts as applicable. The answer will be presumed to be negative in the case of contractors who are seriously delinquent in the performance of current contracts and no off-setting evidence or compelling circumstances exist.

Four: What percent of subcontracting is contemplated? What is the plan for subcontract work in support of the proposed procurement?

Five: Is the contractor's accounting system determined adequate to permit administration of the type contract proposed? i. e., fixed-price redetermination, time-and-material or cost-reimbursement; or if progress or advance payments are requested.

Note: Question "Five" will be answered only when the request for FCR indicates that question "Five" is applicable or when reply to question "Two" of the FCR indicates approval of progress or advance payments will be necessary prior to financial clearance.

§ 1052.103 *Policy.*

§ 1052.103-1 *Responsibility for determining bidder's capability.* The question as to responsibility and capability of a bidder on a proposed AF contract, except for cases involving Certificates of Competency issued by the Small Business Administration, is a matter for determination by the Air Force and such determination, when made, is not subject to review by the courts or the Comptroller General, in the absence of a showing of fraud or bad faith amounting to fraud. The investigation of a bidder's responsibility and capability is solely for the protection and benefit of the Air Force.

§ 1052.103-2 *Financial and technical ability clause.* The following clause will be included in all invitations for bids or requests for proposal:

If the bid or proposal submitted in response to this invitation is favorably considered, a survey team may contact your facility for the purpose of determining your technical and financial ability to perform. Current financial statements and other data pertinent to this purpose should be available at that time if not already on file with the Air Materiel Command. The team will also evaluate your system for determining the financial and technical ability of your proposed subcontract or procurement sources to perform. Examples of the type of technical, financial and other capability matters the survey team visiting your facility will evaluate are given below.

TYPES OF TECHNICAL, FINANCIAL, AND OTHER CAPABILITY MATTERS EVALUATED BY FACILITY SURVEY TEAMS

1. Past experience with firm (if any).
2. Financial strength.
3. Accounting system.
4. Facilities.
5. Plant loading.
6. Production control system.
7. Material control system.

8. Ability to meet required delivery schedule.
9. Receiving and inspection.
10. Purchasing system.
11. Subcontracting.
12. Quality control.
13. Realism of lead time estimates.
14. Scrap and rework control procedures.
15. Packing and shipping.
16. Facilities and procedures for storing and handling Government furnished property.
17. General housekeeping.
18. Manpower availability and labor relations.
19. Engineering capability.
20. Management controls.
21. Any other areas pertinent to the proposal.

§ 1052.104 *General requirements for obtaining an FCR.* (a) An FCR will be requested only when an award is contemplated to a firm from which a bid or proposal has been received or to which an award of a letter contract is contemplated. Concurrent requests will not be made for FCR's on the same procurement. An FCR will first be requested on the lowest responsive bidder. Successive requests will be made only after a negative reply to the last requests is received. In the case of a negative FCR on a small business firm the FCR on the next low responsive bidder will not be requested until it is known that a Certificate of Competency will not be issued by the Small Business Administration.

(b) An FCR will be requested:

(1) When award of a new contract or supplement to an existing contract for an initial or additional quantity of supplies or services will exceed $20,000.

(2) In all cases, except as qualified by paragraph (d), of this section, if: (i) The prospective contractor's name appears on the AMC Experience List (§ 1001.651-2 of this chapter), (ii) the prospective contractor has requested progress or advance payments, (iii) a price-redeterminable or cost-reimbursable type contract is contemplated, or (iv) there is any doubt as to the contractor's ability to perform.

(c) An FCR is not required for:

(1) Definitive contracts which supersede letter contracts or notices of award previously covered by an FCR, a waiver or an exemption.

(2) Contracts placed pursuant to decisions based upon recommendations made by the AMC-ARDC Weapon System Source Selection Board and/or pursuant to the Hq USAF approved production program contained in the "W" series program directives (WA, WM, WTD, WE).

(3) Contracts placed pursuant to decisions based upon recommendations made by a Special Source Survey not older than 60 days. See § 1052.300.

(4) Contracts or purchases exempted in § 1052.106 unless required by paragraph (b) (2) of this section. In such instances the request for an FCR will include the reason.

(d) Contracting activities making requests for FCR as required by paragraph (b) (2) (iv) of this section will consider the following types of matters in determining the need for a pre-award survey: (1) Cost of conducting pre-award survey and submission of FCR, (2) dollar value of procurement, and (3) critical nature of the item. Before making requests for FCR under authority of paragraph (b) (2) (iv) of this section when the procurement is less than $10,000, the buyer will secure the written concurrence of a line supervisor at least one organizational level above his own, e. g., a buyer at section level will secure concurrence of the branch chief.

(e) Before awarding a contract on the basis of an FCR that is more than 60 days old, buyers will obtain confirmation as to its current validity from the office which prepared the FCR. Such confirmation will be recorded in the contract file.

§ 1052.105 *Exemptions and waivers.* (a) *Exemptions.* Except as required in § 1052.104 (b) (2), an FCR is not mandatory for the following contracts or purchases:

(1) Purchases of technician services. (See § 1052.106.)

(2) Purchases of continued research and development work when the proposed contract is an extension of work heretofore satisfactorily performed, if the dollar value of the proposed contract does not exceed that of the previous procurement for a comparable period of time. (See § 1052.106.)

(3) Purchases from Schedule of Blind-made Products, Federal Supply Schedules, other Government departments, and Federal prisons.

(4) Purchases of standard commercial articles or basic materials, such as sheet aluminum, bar steel, etc., from manufacturers of, or regular dealers in, the articles to be purchased, where the delivery schedule provides for delivery within 90 days after award of the contract.

(5) Purchases of books, periodicals, and subscriptions to magazines, except class 30B procurements.

(6) Foreign purchases made by procuring activities within the continental United States, including contracts with Canadian Commercial Corporation.

(7) Personal service or professional services contracts negotiated under authority of Public Law 600 (79th Congress).

(8) Contracts written under authority of Public Law 921 (81st Congress) as amended and extended, which finalize informal commitments, amend without consideration, and correct mistakes.

(9) Contracts for the purchase of air transport service. (See § 1052.106.)

(10) Open and call contracts. (See § 1052.106.)

(11) Procurements from the surplus market where the vendor has authority to dispose of the merchandise.

(12) Construction contracts.

(13) Utilities contracts.

(14) Aircraft fuels and lubricants.

(15) Civil Reserve Air Fleet (CRAF) contracts. (See § 1052.106.)

(16) Change orders or supplemental agreements for specification changes, modification, repair, spare parts, kits, special tools, ground handling equipment, and support items incidental to items already on contract.

(b) *Waivers.* For procurements other than those set forth in paragraph (a) of this section, waivers of the FCR requirement may be authorized in individual cases, except when the bidder is on the AMC Experience List, by the Deputy Director/Production or Assistant Deputy Director/Production (MCPR), Hq AMC, the AF depot commander, or the AMA commander. This authority may be redelegated by the AMA or AF depot commander to the AMA or depot director of procurement and production. Further delegation is not authorized.

§ 1052.106 *Financial clearance for procurements exempted or waived from FCR requirement.* A statement of financial clearance is required for all awards where an FCR has not been obtained because of : (a) exemptions authorized by § 1052.105 (a) (1), (2), (9), (10), or (15) and (b) waivers under § 1052.105 (b).

3. Subpart D—Management of the FCR is added as follows:

§ 1052.400 *Scope of subpart.* This subpart sets forth policies and procedures for management of the Facility Capability Report.

§ 1052.401 *Applicability of subpart.* This subpart is mandatory for use by the Directorate of Procurement and Production, Hq AMC, and AMC Con US field procurement activities. Oversea AMA's (AMFPA and AMFEA) may use the provisions of this subpart as a guide in setting up regulations for the management of the FCR within those materiel forces.

§ 1052.402 *Overall management of the FCR.* Staff supervision of the Facility Capability Report policies and procedures is by the Production Management Staff Division (MCPRM), Hq AMC. The AMA commander, through his director of procurement and production, is responsible for maintaining surveillance over the technical sufficiency and timely execution of requests for FCR's. An FCR monitor will be appointed by the director of procurement and production at the AMA and by the Chiefs of APD's/AFPRO's. The monitor will be responsible for the management aspects of the FCR as covered by this subpart. Duties of the FCR monitor include:

(a) Controlling the processing of the FCR through all phases and by all activities concerned.

(b) Assuring adequacy of technical considerations and substantiations.

(c) Assuring that FCR files are adequately documented.

(d) Training members of survey teams in the conduct of FCR surveys and preparing survey evaluations.

(e) Orientation of all personnel attached to local office on FCR matters.

§ 1052.402-6 *Plant survey arrangements.* (a) When an FCR is to be accomplished by a team visit to a manufacturer's plant, the monitor will make the necessary arrangements or request a team chairman to do so. The firm will be informed of the purpose, general scope, and time of the visit enabling the company to have proper personnel in attendance at the time of the survey and make other arrangements to facilitate the survey.

(b) Any team visit arrangements with member plants or subsidiaries or initial contacts with other military services in conjunction with the FCR survey will be by the FCR monitor unless he requests the team chairman to perform the responsibility.

(c) When the FCR plant survey is to be made by an individual, the visit arrangements will be made by the individual designated by the FCR monitor to make the survey.

(d) Separate plant visits to make FCR surveys by individual members of a team should be approved only in unusual cases when the workload situation will not permit a team visit. FCR plant visits will not be made under any circumstances without prior coordination with the FCR monitor. To avoid undue interruption of the firm's work or other possible inconveniences, plant visits in connection with a specific FCR will be kept to a minimum.

(e) The team survey concept encompasses the analysis of a firm's capability from various aspects. This approach permits specialized personnel to weigh factors in the light of their influence upon designated areas. The integration of conditions or facts existing in all the single areas of specialization permits an evaluation of the firm's total capability. When an APD/AFPRO does not have personnel qualified in an area of technical specialization, it may be necessary to request a higher echelon (AMA or Hq AMC) or another AMA or AF command for assistance in the conduct of an FCR survey. Requests for assistance should identify equipment involved, FCR area (see § 1052.104) in which assistance is required, and whether assistance is to be as an advisor or as participant in survey as team member or evaluator. At the discretion of the FCR monitor, requests for such assistance will be by the monitor, the survey team chairman or the individual specialist assigned to conduct the survey. Rendering a timely FCR dictates expediency in making arrangements for any needed assistance.

(f) Maintenance engineering standards differ from standards used in the manufacture of new equipment. Therefore, determining a contractor's technical capability for adequate performance of certain maintenance and modification contracts may involve inspection and evaluation of work specifications which require the technical assistance of qualified maintenance engineering personnel. If the request for FCR is for a proposed award of a contract for maintenance and modification of aircraft, engines, or other complex equipment, the activity conducting the FCR will request technical assistance in the conduct of the FCR from the prime maintenance activity.

(g) When spare parts and/or ground support equipment requirements to initially support the end article are included in the contract proposal data, inspection and survey may be required to determine the contractor's capability for adequate performance of the initial provisioning procedures, terms, and delivery requirements as prescribed in appropriate contractual provisioning documents. For new contractors who become involved in initial provisioning for the first time, or when the contractor's past performance has not been satisfactory from the standpoint of provisioning, an inspection and survey will be required. The FCR monitor at the activity conducting the FCR will request provisioning specialist, if necessary from the prime AMA or AFD.

§ 1052.402-7 *Preparation of FCR when plant visit not necessary.* (a) A full scale plant survey will not be required in the case of many follow-on FCR's. Where the firm has a recent satisfactory record of performance on like or similar items, the FCR can be based upon information available within the APD/AFPRO. Where it is the judgment of the FCR monitor, in coordination with activities concerned, that a plant visit is not necessary in order to evaluate the firm's capability, he will designate an individual specialist to collect the information on which to evaluate the firm's capability.

§ 1052.402-8 *Assembly and review of report data and recommendations.* (a) the FCR monitor will receive the completed FCR recommendations of the individual offices and will:

(1) Examine the data for completeness, technical sufficiency, and documentation in support of the recommendations.

(2) Resolve questions arising from technical details with the offices submitting the reports.

(b) When all data has been received and reviewed, it will be assembled in a case file. If a review will be required by the Facility Advisory Board (FAB), sufficient copies of the file will be assembled to permit distribution to all FAB members. This will enable board members to review the material and weigh each recommendation with respect to the product or services and capabilities of the contractor involved.

4. Subpart E—Facility Advisory Boards is added as follows:

§ 1052.500 *Scope of subpart.* This subpart gives the authority for and responsibilities of Facility Advisory Boards and the procedures for review of Facility Capability Report recommendations.

§ 1052.502 *Establishment.* Each AMA commander is responsible for establishment of Facility Advisory Boards (FAB) under his command as follows:

(a) AMA headquarters
(b) Each APD
(c) Each AFPRO

Responsibility for establishment of Facility Advisory Boards and appointing members may be redelegated by the AMA commander to his AMA director of procurement and production and further delegation of authority to Chiefs, air procurement districts and Air Force plant representative offices is authorized.

§ 1052.503 *Responsibilities and procedures.* (a) At the APD/AFPRO the Facility Advisory Board will operate as a staff function to the chief, APD or AFPRO on FCR matters and other duties as assigned by the establishing authority. Specific duties include:

(1) Review and evaluate all negative or qualified FCR recommendations except when qualified only as to extension of existing V-loan and the contractor is considered responsible.

(2) Review and evaluate survey team recommendations for affirmative FCR's referred for review at the direction of the chief, APD/AFPRO or his authorized representative.

(3) Make recommendations on approval of progress payments when required.

(b) At the AMA headquarters the Facility Advisory Board will operate as a staff function to the AMA commander on FCR matters and other duties as assigned by the establishing authority. Specific duties include:

(1) Review and evaluate with authority to approve or reverse all survey team recommendations for FCR's referred to the AMA by an APD/AFPRO for further review before the buyer is notified

(2) Review and evaluate all survey team recommendations for negative or qualified FCR's conducted by AMA headquarters personnel except when qualified only as to extension of existing V-loan and the contractor is considered responsible.

(3) Approve progress payments.

(4) Review and evaluate with authority to approve or reverse all survey team recommendations for FCR's evaluated by APD/AFPRO FAB's as directed by the AMA commander.

(5) Conduct on a sampling basis, post factum reviews of survey team recommendations for FCR's which have been submitted to purchasing activities by the APD's or AFPRO's.

(c) AMA headquarters Facility Advisory Boards will conduct periodic post factum reviews and evaluations of FCR's rendered by subordinate offices for the purpose of assuring high standards and consistency in procedures and quality.

§ 1052.504 *Organization and membership.* Facility Advisory Boards will normally be composed of senior specialists from contract administration, production, and quality control activities. Senior specialists from other activities may be represented on the FAB when the product or services involved or other factors being weighed make it advisable. The FCR monitor is responsible for recommending to the chairman of the FAB, based upon his review of the considerations involved, the activities which should be represented on the FAB during each FCR review.

5. Section 1052.600 is added as follows:

§ 1052.600 *Scope of subpart.* This subpart sets forth requirements and procedures for accomplishing the production portion of the pre-award surveys on prospective AF contractors.

6. Section 1052.602 is deleted.

7. Sections 1052.603-2 and 1052.603-3 are added as follows:

§ 1052.603-2 *Physical survey.* The physical survey is required to obtain information that will enable the production specialist to evaluate the proposed contractor's available facilities and capability to meet the requirements of the procurement under consideration. The specialist assigned to the production phase of the physical survey will be responsible for the accuracy of the information gathered and for the appraisal of the bidder's production facilities. All phases of the operation will be analyzed in conducting an initial pre-award survey. For a follow-on or resurvey, the production specialist may determine that a complete analysis of the bidder's production capabilities, e. g., machine tools, technical know-how, and engineering ability, will not be required since these factors would normally remain the same as for a previous procurement. Generally, only such factors as delivery schedules, backlog, materials and parts, and manpower availability will receive special consideration. The plant survey will cover two phases, a conference with management and the plant inspection.

(a) *Interview with management.* Contact will be established with the appropriate level of management or officials properly authorized to act for the company. The company's background will be reviewed and as much of its history recorded as reflects on the soundness and reputation of its operation.

(1) *Review of proposal.* The production specialist will review the proposal with the bidder to assure that he is familiar with the requirements. Experience has shown that lack of understanding or misinterpretation of the IFB or RFP has often resulted in delinquent contracts and/or default actions. Any misinterpretation will be brought to the attention of the FCR monitor and buyer immediately.

(2) *Delivery schedule.* Review the proposed delivery schedule and ascertain the company plan for meeting the requirements.

(3) *Backlog.* The backlog will be discussed to reveal the amount and value of defense and other contracts in the firm's possession. The possibility of current bids on defense work and quotations for commercial products becoming firm contracts will be investigated and assurance received from management that resultant awards will not affect present production schedules or delivery requirements on the proposal.

(4) *Subcontracting.* Ascertain if the percent of subcontracting contemplated agrees with that percentage given the buyer. Discuss the availability of materials and purchase parts required by the subcontractor. A bidder's subcontracting structure must be examined, giving consideration to the existence of commitments or plans. Inspect the prospective contractor's system for determining the financial and technical ability of his proposed subcontractors to perform. The examples of financial and technical matters listed in the Financial and Technical Ability Clause (§ 1052.103-2) may be used as an inspection check sheet to assure that all matters pertinent to the adequacy of a method for evaluating subcontractor capability are assessed. All items may not be pertinent to all cases. Explain to the prospective contractor that the Air Force assumes no responsibility for determining the capability of his proposed subcontractors. Discuss with him his responsibility to meet the quality and quantity schedule called for in the proposal notwithstanding any subcontractor arrangements.

(5) *Facilities and equipment.* Plant and equipment data and requirements will be reviewed. In this review, consideration will be given to whether facilities are owned or leased. Termination of a lease agreement prior to completion of a contract could divest a firm of its facilities. When additional facility area, equipment, etc., will be required, discuss the plans for acquiring them. Consider firm's financial ability to buy or lease these additional facilities or equipment. If necessary, consult with financial activity personnel on such considerations. Factors such as lead time for acquiring or installing so as to meet the schedule requirements of the proposal, confirmation of source reliability, etc., will be discussed. When the IFB/RFP states Government facility support will be available, determine the extent of such facility support that will be required from existing Government reserves funds and/or discuss the dollar value of tax amortization or facility support required.

(6) *Manpower.* Discuss the available manpower resources, giving particular attention to the skills and techniques required for the procurement under consideration. When additional professional or journeyman skills are required, determine the company plan for recruitment.

(7) *Organization.* The organizational structure of the facility is the basis for its control. Assignment of definite tasks and responsibilities is an essential requirement for a successful industrial operation. An up-to-date organizational chart indicating personnel functions and line of authority is generally a good management indicator.

(b) *Contacts with individual operating departments.* After conferring with management on the general survey of the firm's activities and capabilities, contact with the individual operational departments may be made for additional information and necessary details of the particular function. Normally, these would include the following:

(1) *Sales or contract department.* The sales or contract department should be cognizant of future commitments including backlog of orders and how these conditions may affect the proposed delivery schedule. Present contractual delinquencies, if any, will be reviewed as to possible effects.

(2) *Personnel department.* Manpower and skills requirements and their availability may be reviewed with the bidder's personnel staff. Information regarding labor relations, expiration of any bargaining agreement, and occupational safety programs are subjects of consideration. The data will be coordinated with and verified by the district manpower representative.

(3) *Engineering department.* The specialist will discuss with engineering personnel the requirements in drawings, specifications, first article, technical data, testing, and packaging to determine whether the lead time is sufficient to meet the delivery schedule. A review of the methods for providing tooling and special processing will be made. If these items are to be purchased, the reliability of the source will be checked. If a similar item has been produced, the availability and condition of the tooling should be investigated.

(4) *Purchasing department.* Matters to be reviewed with purchasing personnel will include requirements and availability of materials, component parts, subcontracting, and special tooling when purchased from outside sources. Critical materials or parts requiring governmental assistance in acquisition should be understood. Emphasize the potential contractor's plans to procure any component, equipment, or material to be incorporated in the prime item or items which is considered to be currently or potentially in short supply or limited availability that could adversely affect delivery of the end item. Review the bidder's system for determining the financial and technical capability of vendors and subcontractors to comply with terms of purchase orders or subcontracts in support of the AF contract the bidder proposes to perform. Emphasize his responsibility for maintaining a vendor-subcontractor capability system that is considered adequate by the AF survey team. Discuss the importance of the bidder meeting his responsibility for contractual performance, notwithstanding his vendor or subcontractor arrangements.

(5) *Production and material control departments.* The production specialist will check the planned schedules of materials or component parts required for this procurement with production and material control personnel. An investigation of the shop schedule will indicate how well the bidder is producing according to his delivery promises and whether he will have sufficient available capacity for the proposal under consideration. Inventory controls, production planning, lead time, machine loading, backlog, and any excessive followup may also be analyzed.

(6) *Manufacturing department.* The most important factor of the physical survey will be aligning processing requirements of the proposal against the facilities available. The production specialist must be sure that he knows what manufacturing facilities will be required to produce the items and the bidder's plant officials should be able to show the specialist how and where the item will be produced. Such factors as availability of production, storage and testing areas, layout and condition of production equipment, any special processing equipment, type of material handling equipment, receiving and shipping facilities, fire prevention equipment, and plant safety facilities must be considered.

(c) *Inspection of the manufacturing facilities.* The production specialist will usually make a plant tour to verify information received during the management conference period of the facility survey.

(1) In a basic or comprehensive survey, the specialist will make a detailed inspection: quality of buildings and floor space used for offices, engineering laboratory, manufacturing, inspection, packaging, storage, and shipping will be noted. Also, adequacy of material handling equipment and access to railroad or freight terminals. The general maintenance and cleanliness of the facility should be considered. Good housekeeping and pleasant working conditions usually reflect on a firm's desire for more efficient operation and better employee relations.

(2) Utilities will be checked to ascertain if the firm's heating, lighting, and power supply are adequate and if any need for additional capacity can be furnished through company facilities or from outside sources.

(3) The company's list of equipment and other facilities (or brochure) should be obtained for use in the physical check of the plant and retained for the FCR files. Discuss the availability of machine tools or other facilities available for production and test of the items under consideration for procurement. If the type of equipment, special or otherwise, is not available, ask and verify what steps have or will be taken to procure it, and if such items are currently on order.

(4) When conducting a follow-on, or resurvey, only those areas, equipment, or items which may be used in the proposed procurement need be checked for adequacy.

§ 1052.603–3 *FCR production summary recommendations.* The recommendations will be based on factual details collected during the presurvey analysis and physical survey. The concise summary report will show justifications for recommended reply to FCR "production questions."

(a) Upon completion of the presurvey analysis and the physical survey, the production specialist will be in position to make final review of the data obtained. From this review, the specialist will evaluate and summarize his findings and make definite recommendations. When the answers to any or all of the referenced questions are favorable, brief affirmative statements will suffice. Where doubt exists, the answers will be negative or qualified negative, and an explanation is necessary to substantiate such determination.

(b) The report will be complete with reference data indicated so supervisors, facility advisory board members, and reviewing authorities will have no difficulty in understanding the basis for recommendations.

8. New Subpart G—Quality Control Procedural Guide for FCR's is added as follows:

§ 1052.700 *Scope of subpart.* This subpart sets forth requirements and procedures for accomplishing the quality control portion of the FCR.

§ 1052.702 *Monitoring FCR's.* Since several activities contribute to the accomplishment of the FCR, management control is necessary to integrate their efforts to assure the sufficiency and timely execution of the FCR. Subpart D of this part, establishes for this purpose the function of the FCR monitor.

§ 1052.703 *Quality control considerations, general.* (a) The answer to question "one" (f), §§ 1052.102 provides AF buyers with information on the prospective contractor's quality control capabilities. In preparing the answer to this question, the quality control representative will consider all factors on quality control appropriate to the requirements of the proposed procurement. These factors involve generally the following considerations:

(1) The nature and quantities of the items being procured or serviced and the applicable specifications.

(2) The contractor's experience on items identical or similar to those being procured or serviced.

(3) The quality history of the contractor both as a commercial and Government supplier.

(4) The contractor's understanding of the proposal and specification requirements for inspection, test, and control of product quality.

(5) The degree to which the contractor employs sound industrial quality control practices in his present operation.

(6) The business practices of the contractor, his integrity and attitude toward commitments.

(b) All FCR participants are concerned with § 1052.102, question "three," (business practices).

§ 1052.704 *Accomplishing the FCR.* The FCR monitor will notify the quality control organization of the request for an FCR and will furnish a copy of AFPI Form 63, "Request for Facility Capability Report." This form provides information on the proposed procurement, including the prospective contractor, item description, and quantities. Upon notification, a quality control representative will be promptly assigned to accomplish the quality control portion of the FCR. The quality control activity as related to the FCR is divided into three principal phases: (a) Presurvey analysis, (b) facility survey, and (c) evaluation and recommendation.

§ 1052.704–1 *Presurvey analysis.* The quality control representative is responsible for adequate planning to assure the collection of appropriate quality control data. This is essentially a research and preparatory phase. Properly accomplished, it aids in assuring a reliable quality control determination. The following procedures apply to this phase:

(a) *Determining type of survey to be conducted.* If current and adequate information on the contractor is available, a survey is not required. If this information is not available, the quality control representative will determine the type of survey required. Surveys, for the purposes of the FCR, are classified as follows:

(1) *Comprehensive survey.* A comprehensive or detailed survey will be required if little or no information is available on the contractor, e. g., when the proposed contractor is bidding for the first time.

(2) *Follow-on survey.* A follow-on survey is required when necessary to check the contractor on certain items to verify or supplement information on file, e. g., when the proposed contractor is presently doing business with the Air Force and current information is available on his operations.

§ 1052.704–2 *Facility survey.* The need for rapid action on each FCR precludes detailed investigation of all prospective contractors. Fortunately, in a substantial percentage of the cases, there is current and adequate information on file regarding the contractors' quality control capabilities. It becomes administratively practicable, therefore, to make a detailed analysis of the remaining cases where doubt exists. A survey will be required if file information alone would result in an unfavorable report. When a survey is required, the quality control representative is responsible for the accuracy of the information obtained. The plant survey will cover two phases: (a) An interview with management, and (b) an inspection of the plant.

(a) *Interview with management.* On arrival at the facility, the quality control representative will contact the appropriate level of management. The purpose of the visit will be clearly explained and the requirements of the proposed procurement discussed. The company's background will be reviewed and as much of its history recorded as reflects on the soundness and reputation of its inspection and quality control operation. This review should consider the following:

(1) *The proposal.* The quality control representative will review the proposal with the contractor to assure that he is familiar with the requirements. Lack of understanding or misinterpretation by the contractor of the IFB or RFP has resulted in delinquent contracts. Misunderstandings will be brought to the immediate attention of the FCR monitor and covered in the report. In some instances, prospective contractors did not understand what compliance with MIL–Q–5923 would require. In others, contractors had paid little attention to requirements pertaining to the packaging and technical data when preparing their proposal. Since the entire quality control operation is to be viewed against the background of requirements, it is important that both the contractor and quality control representative understand them.

(2) *Organization.* The organizational structure of the facility is the basis for control. The assignment of definite quality control tasks and responsibilities is an essential requirement for a successful industrial quality control operation. An up-to-date organizational chart indicating functions and lines of authority is generally a good management indicator. This will indicate the relationship of quality control to other functions and management's recognition of the role of quality control.

(3) *Manpower.* The proposed delivery schedule and the quantities involved in relation to present quality control manpower resources should be discussed. Particular attention will be given to the quality control skills and techniques required for the proposed procurement. If

additional quality control skills or personnel are required, ascertain the company's plan for recruitment. This information should be coordinated with the manpower representative regarding requirements and availability of manpower and skills.

(4) *Equipment.* Inspection and test equipment data and requirements will be discussed. In this review, consider the attention given by the contractor in planning for additional equipment required for the proposed procurement. This information should be coordinated with the production specialist for adequacy of the plan and the availability of such equipment.

(b) *Inspection of the plant.* The quality control representative will make a plant tour, as required, to verify information received during the management conference period. Quality control personnel are sufficiently familiar with AF surveillance concept and evaluation surveys to have an intimate knowledge of the principles and techniques employed in conducting surveys.

(1) In a comprehensive survey, the quality control representative will make a detailed inspection. Plant arrangement, location of inspection stations, manufacturing, inspection, tool and gage control, scrap control, packaging, storage, and shipping will be noted. The general maintenance and cleanliness of the facility should be considered. Good housekeeping and pleasant working conditions usually reflect on a firm's desire for more efficient operation and better employee relations. In a follow-on survey, the foregoing considerations will be checked to the extent required to verify or supplement information already available on the contractor.

(c) *Concluding the survey.* In concluding the survey, the quality control representative should discuss with management further, if necessary, the requirements of the proposed procurement in relation to weaknesses observed. This discussion may clarify impressions which the quality control representative has gained during the survey. It may also serve as a stimulus to management in perfecting quality control planning and in establishing good relations with the contractor if he obtains the award. In any event, the quality control representative is cautioned against creating any impression that the contractor will or will not get the award. It still remains for the quality control representative to give considered judgment to his findings after he leaves the plant. The findings of other FCR participants may influence his final decision. There are many aspects to the FCR, such as production, finance, and quality control. These and other considerations determine the buyer's ultimate decision in placing an award.

§ 1052.704-3 *FCR quality control evaluation and recommendation.* The quality control recommendation will be based upon factual details obtained from files and collected during the plant survey.

(a) Each proposed procurement presents varying degrees of difficulty in translating the survey data into a reliable estimate of the contractor's quality control capabilities. For example, compare the following procurement situations: (1) An established product from an established firm, or (2) a new product from a new firm. To measure the prospective success of a contractor in the control of product quality, the quality control representative must weigh the various control factors and determine the degree of performance. This is not always a simple "Yes" and "No" proposition. Where a contractor has a quality control system adequate for his present production, there may still be a question of his ability to meet the requirements of the proposed procurement. In this case, it is important to know the degree of performance and attainment on the various factors to gage the contractor's potential. Evidence of good management approach to quality control is evidence that this approach will carry through to the proposed procurement.

(b) When the answers to the questions are favorable, brief affirmative statements or checks in the affirmative blocks will suffice. Where doubt exists, or where negative answers or negative blocks are checked, an explanation is necessary to substantiate such determination.

§ 1052.706 *Post award surveillance.* Pre-award survey data should not be filed and forgotten. This information is of value when preparing "preinspection surveys" and establishing AF quality control surveillance in the event the contractor gets the award. Therefore, to accomplish effective post award surveillance, the quality control representative assigned the facility for inspection purposes will familiarize himself with the quality control portion of the facility capability report previously accomplished. Furthermore, the contractor's actual performance should be compared with the estimate of his potential made in the FCR. Relating contractor's performance to the FCR recommendation may suggest improvements in conducting pre-award surveys in the future. The immediate availability of data on contractor's performance facilitates the completion of repeat requests for FCR's. Proper attention to the FCR activity will pay dividends in the long run, not only in the timely delivery of a quality product, but also with less AF quality control surveillance required.

9. New Subpart H—Guide for Financial Analysis—is added as follows:

§ 1052.800 *Scope of subpart.* This subpart sets forth procedures for determining financial capability of companies prior to award of contracts and for evaluating financial responsibilities of established sources that request Government financing or facilities.

§ 1052.803 *Standard financial clearance procedure.*

§ 1052.803-2 *Financial analysis.* The following guides for making a financial analysis set forth general discussion of topics of primary interest and do not attempt to prescribe detailed technical analytical procedures. The financial analysts will fully exercise their technical abilities in each case and use this subpart only as a guide for the areas in which their talents should be exercised.

(a) The purpose of making a financial analysis of a company prior to awarding a contract is to avoid doing business with financially unstable companies and to minimize costly and time consuming delays in performance.

(b) Occasionally contracts will have to be awarded notwithstanding a company's financial weakness. In such cases financial analysis can afford greater understanding of the nature of the company's weakness, establish a measure of the extent of financial risk involved, and provide a means of evaluating the potential need for financial assistance.

(c) The scope of a financial analysis can vary quite markedly. In some cases a sound decision may be made after a relatively simple review of a company's financial position and production commitments. Other cases may necessitate a thorough study of financial statements, evaluation of credit resources, and personal interviews with management, creditors, and financing institutions. The extent of investigation will be determined by the analyst's appraisal of the situation. The scope and intensity of an analysis should vary with the degree of financial stability of the contractor. The normal processing period allotted for an FCR request precludes an exhaustive analysis of every case.

(d) In many instances, the use of basic analytical techniques to develop a measure of financial strength and trend will provide sufficient basis for determining financial capability of a particular company. Applied on a uniform basis, this approach serves as an effective means of ferreting out the marginal or complex cases which require more detailed study. With minor exceptions the volume of such cases will be sufficiently small to permit adequate study within the prescribed time period. An adequate surveillance program also materially contributes to timely preparation of financial analyses. Such a program eliminates delay incident to lack of current financial data and the resulting unfamiliarity with such factors as volume of operation, profit trend, working capital trend, trade payment record, credit resources, etc., which are necessary to make well-informed decisions.

(e) Information suitable for measuring financial strength and trend can be developed from financial statements, backlog schedules, credit agency reports, financing institutions, and creditors. Necessary procedures have been established (§ 1058.403 of this chapter) to guide AF procurement activities in obtaining information to make an adequate financial determination. The names of all companies who may be unable or unwilling to comply with requests for financial information will be promptly submitted to Financial Branch (MCPZF), Hq AMC.

(f) An analysis of financial statements will be preceded by a review of the classification and evaluation of accounts to assure that they are presented according to generally accepted accounting principles. After establishing the acceptability and uniformity of the basic data, numerous criteria can be developed to measure capability. Some standards of measurement are regarded as highly significant and are frequently used for a preliminary or screening type of analysis.

(g) Rates and ratios:

(1) A quantitative measure of strength can be obtained through the use of rates and ratios. The degree of adequacy of funds to meet current obligations can be determined in part through the application of the current ratio. In general the company's debt liquidation efficiency is directly related to the amount by which current assets exceed current debts, i. e., the amount of working capital.

(2) In addition to knowing the dollar amount of assets available to meet financing requirements, it is equally important to know whether these assets represent a ready source of adequate cash. Through the construction of turnover rates for noncash current asset items, the relative liquidity of such items may be determined. The approximate length of the complete liquidation cycle is determined by the successive turnover rates of inventory and accounts receivable stated in terms of days.

(3) Working capital, which by definition represents the excess of current assets over current liabilities, is a versatile and important analytical tool. In addition to serving as a basis for measuring ability to meet current financing requirements, working capital represents a primary means of estimating the financial ability of a company to handle future commitments.

(4) Another measure of prospective financial capability is derived from the relationship of the amount of funds provided by owners to that provided by creditors. In general the greater the capital contribution the stronger the financial structure and the larger the amount of loan potential.

(5) The ratios mentioned above are merely suggestive of those that can be used in developing some insight and understanding of certain facets of a company's financial position—absolute strength, relative liquidity, and prospective financing. It should be remembered that there are inherent deficiencies and limitations in any ration analysis. Ratios should not be applied too vigorously and caution must be exercised in the selection of ratio standards. Their greatest value lies in pointing out areas of possible weakness and indicating probabilities which, coupled with sound judgment, can assist in evaluating adequacy of financial resources during a future period.

(h) Trends:

(1) The guides in this section and other related factors collectively shed light on the overall financial soundness of a company. The element of financial stability is best disclosed by means of trends. The comparison of significant elements taken from a series of financial statements will indicate the nature and extent of change and the matters which may require further study.

(2) Some of the most important elements for which trends should be developed are working capital, net worth, sales, and profit. The advantages accruing from the availability of this information are many. For example, profit normally represents a major source of funds for working capital. A sustained regressive profit trend will adversely affect working capital. This will serve as a clue to obtain an explanation for the trend and perhaps to evaluate the company's ability to obtain adequate credit to supplant diminishing earnings where required for adequate performance of contracts.

(3) The observance of conflicting or counter trends may indicate a matter deserving further study. If the profit trend reveals a progressive increase in earnings and, conversely, working capital is steady or decreasing, it may be desirable to prepare a statement showing the source and application of funds to determine the manner in which funds are being employed.

(4) In the last analysis the stability of these factors will be considered in light of the industry to which the company belongs, the proportion of capacity devoted to defense work, and the general condition of the company.

(i) Backlog.

(1) The goal of a financial capability analysis is to judge whether the current and confirmed prospective financial resources of a company are adequate relative to the anticipated volume of business during the performance period of the proposed contract.

(2) To attain this goal it is necessary to obtain a statement of backlog from the company. This statement is of maximum benefit if it shows the total amount of unfilled orders, a breakdown of the total between Government and commercial orders, and the scheduled monthly average of production.

(3) Every effort will be exerted to obtain maximum cooperation from contractors in obtaining backlog information. Current backlog information contributes significantly towards arriving at sound decisions of overall financial capability.

(j) Credit agency reports:

(1) AMC has contracts with leading credit and investment reporting agencies. The contracts with these agencies provide for the submission of analytical reports on individual companies, periodic industry studies, weekly credit news sheets, and for making special surveys and investigations on a request basis.

(2) The information obtainable from these companies when used in conjunction with information received from the contractor and internal sources permit better informed decisions. Full use of credit agency reports is encouraged where the information maintained on a company does not provide an adequate basis for a decision.

(3) Although the question of business practices of the company under consideration for a contract is a matter of independent inquiry (question number three FCR), it is a factor which may have a bearing on and should be considered in connection with evaluating the company's financial stability. Credit agency reports should be used when necessary as a source for original or supplementary information relating to this factor.

(k) Cash flow sheet:

(1) Data of the nature suggested in this section considered collectively in most instances will indicate whether a company is clearly capable or incapable or whether its capability is questionable thus requiring further study and analysis. The nature of a detailed analysis in each instance will be dictated by the area of weakness revealed by the preliminary analysis.

(2) The problem may be an apparent lack of adequate working capital. In such a case it will be necessary to know the approximate amount of additional funds required and the source of these funds. An important analytical tool for estimating future financing requirements is the cash budget or cash flow sheet. This statement, which is prepared by the proposed contractor, will vary considerably in form and manner of presentation. Complete knowledge of the premises used by a contractor in constructing a cash flow sheet is a prerequisite to an accurate interpretation and application of the information submitted.

(3) The financial analyst will ascertain the scope and volume of the company's projected activity, i. e., whether it reflects firm orders, anticipated orders, or both. On the basis of experience with the contractor in particular and forecasts in general, it should be judged whether the figures presented are realistic. The analyst will further appraise the reality of such factors as the lead time of collection, lag time on payments, and availability of new financing.

(4) In connection with new financing, it is particularly important to know the source and to confirm the availability of the funds. Confirmation may involve obtaining letters indicating availability of credit from financing institutions, guarantees or letters of agreement to advance funds from individuals, commitments to sell stock from brokers, or agreements to extend credit from major suppliers.

(5) If working capital is to be maintained by postponement of payments to a creditor, it may be considered necessary to obtain a subordination or guaranty agreement from such creditor. Legally approved subordination and guaranty agreements (AFPI Forms 67, 67A, 68 and 68A) are available in all financial branches. Before placing reliance upon a guaranty or subordination agreement other than in the presently approved wording, an opinion of legal sufficiency will be obtained from the staff judge advocate of the AMA. If reply to an FCR is required before a legally sufficient agreement is received, and the contractor is otherwise financially capable, question "two" will be answered, "Yes," but the buyer will be advised not to execute the contract pending receipt of the acceptable agreement. When an acceptable agreement has been obtained, the buyer will be notified by electrically transmitted message. All acceptable or approved agreements will be forwarded immediately to MCPZF, Hq AMC.

(6) Inherent in the preparation of a cash budget are many assumptions and estimates which serve as the basis for projecting the source and application of cash during a future period of time. A change in any one of the basic assumptions upon which the budget is predicated or a change in one of the estimated factors will affect the accuracy of the budget and the degree of reliance that can be placed on it. The financial office in the appropriate field activity will obtain periodic financial statements from a company that previously submitted a cash flow sheet and will compare actual results with those forecasted. Any significant variance should be inquired into and an analysis which will account for the variance obtained from the company. If the forecast becomes unreliable due to the intervention of factors which adversely affect the interest of the Government, such factors will be given particular consideration in determining a future course of action in connection with surveillance and requests for financial clearance.

(l) Reply: The reply to question "two" will determine the course of action to be taken by the activity preparing the financial phase of the FCR. Permissible answers to the question of financial stability cover every possible situation. An answer may be affirmative, negative, or qualified. A qualified answer will never be regarded as a means of avoiding final decisions in difficult cases. The nature of the qualification will be specific and involve a problem that is beyond the authority of the preparing office to resolve. When the individual surveys which are conducted in connection with the various questions contained in the FCR are completed, they are submitted through the monitor to the facility advisory board for consolidation. The board reviews each survey and sends definite recommendations on all questions to the buyer.

(1) *Affirmative.* If the recommendation with respect to financial capability is affirmative, and all other recommendations are likewise affirmative, the complete FCR will normally be sent directly to the buyer by the preparing activity. In certain AMA's, component APD's and AFPRO's submit FCR's to the AMA headquarters for review and approval. In such cases the buyer will receive an FCR from the AMA rather than from the subordinate activity to which the request was submitted. In either situation, if the FCR was not prepared at the AMA headquarters, the preparing office will forward a case history of each financial clearance to the AMA headquarters. The case history will summarize all pertinent data that constituted the basis for the decision.

(2) *Negative.* FCR's prepared by an APD or AFPRO which are negative with respect to any question may be forwarded to the AMA headquarters for final decision. Each negative FCR will be accompanied by a complete report which will explain and support the reason for recommending a negative reply.

(3) *Qualified clearance.* A qualified clearance is, in effect, a favorable recommendation subject to final concurrence by the Financial Branch (MCPZF), Hq AMC. If the decision with respect to financial capability is that the contractor could perform with certain types of Government financial assistance a qualified clearance should be submitted. The Government financial assistance requiring such a qualified clearance include: (i) The acquisition of a guaranteed V-loan, (ii) the extension and/or increase in an existing V-loan which would be required in the performance of the proposed contract, and (iii) the approval of "unusual" progress payments. A somewhat less common qualification is the availability of advance payments. Another valid basis for qualifying a financial clearance is if a proposed contract is considered advisable for a company appearing on the confidential list of contractors showing signs of serious financial deterioration.

(m) Information required to support qualified clearances: If a financial clearance is qualified for: (1) The authorization of advance payments, (2) the need for a new or amended V-loan, or (3) the need for progress payments which are in excess of 75 percent of total costs or 90 percent of labor and material costs and which are therefore "unusual," the case requires approval at the Secretarial level and should be processed by the AMC field procurement activity according to § 1058.302 of this chapter. If a financial clearance is qualified for the approval of progress payments which are considered unusual because requested in connection with a contract involving a lead time of less than approximately 6 months, the approval must be obtained from the Deputy Director/Procurement, Hq AMC. At the same time the buyer is notified of a qualified financial clearance, adequate information to support the qualification will be mailed to the Commander, AMC, attn: MCPZF.

(i) A qualification relating to ability to get a regulation V-loan will be supported by: (*a*) Expression of willingness or unwillingness of the contractor's bank to request a regulation V-loan in an amount sufficient to provide the required funds, and (*b*) results of a V-loan application type investigation which will justify favorable recommendation for the issuance of a certificate of eligibility.

(ii) Evidence of need for progress payments which are unusual in percentage of cost reimbursement requested or in lead time of the proposed procurements should include but not necessarily be limited to: (*a*) a schedule of the dollar volume of orders to be processed during period of the proposed contract, broken down as military and civilian and further to firm and anticipated, (*b*) a written statement from the company that inventories are being maintained at a minimum level consistent with prudent business practices, (*c*) a written statement that private borrowing, with or without Government guarantee, is being used to the maximum reasonable extent consistent with good business judgment, and (*d*) a cash flow sheet which reflects the factors included in items (*a*) through (*c*).

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1053—CONTRACTS; GENERAL

1. Section 1053.102-3 (f) is deleted and the following substituted therefor:

(f) In contracts (including contracts on DD Forms 1155) covering MIPR requirements, buyers will include each claimant's portion of like items as a separate contract line item; and except for GFAE items, buyers will include a separate delivery schedule for each claimant. The delivery schedule will normally be that set forth in the MIPR, if realistic, or as agreed to between the buying activity and the originator of the MIPR. (Existing contracts will not be amended for this purpose.) An example of the delivery schedule contemplated by this paragraph follows:

Item	Department	Total quantity	30 days [1]	60 days [1]	90 days [1]	120 days [1]	150 days [1]
1-A	USAF	850	200	200	150	150	150
1-B	Navy	500	100	100	100	100	100
1-C	Army	300	100	50	50	50	50

[1] After receipt of written notice of award or of a fully executed and binding contract.

2. Section 1053.102-6 (c) (4) is amended as follows:

(4) The action called for in subparagraph (3) of this paragraph will be taken immediately by the administrative contracting officer upon receipt of a DD Form 375, "Monthly Production Progress Report," in which the circumstances involved indicate that the contractor will not meet the contract schedule within a 90-day period following the date of delinquency. The production activity will be notified of the administrative contracting officer's decision within 10 days of receipt of the DD Form 375. However, when contracts being administered by an administrative contracting officer reach a 90-day calendar day delinquency status, within 10 work days after receipt of a documented case history from the production activity, the administrative contracting officer will determine whether delivery schedule revision is warranted, and, if it is determined warranted, take the action outlined in subparagraph (3) of this paragraph. Where the contract prescribes liquidated damages a determination whether delivery schedule revision is warranted will be made and, if it is determined warranted, the action called for in subparagraph (3) of this paragraph will be taken as soon as possible after the initial day of delinquency. Whenever the administrative contracting officer has reason to believe that a contract containing liquidated damages provisions will become delinquent as to delivery, he will promptly notify the procuring contracting officer.

3. New Subpart E—Review and Approval of Awards and Contracts is added as follows:

REVIEW AND APPROVAL OF AWARDS AND CONTRACTS

§ 1053.500 *Scope of subpart.* This subpart prescribes procedures for review and approval of contracts and methods for insuring that contract files include the required data to support the transaction.

§ 1053.510 *Approval clauses.* Contractual documents subject to manual approval will contain the approval clause prescribed by § 7.105-2 of this title, except notices of award and definitive contracts superseding notices of award. When manual approval of award has been obtained, the notice of award will include the following: "This award has been approved by (name and title) on (date)." Definitive contracts superseding notices of award which were manually approved will include the following statement on the cover page in lieu of the approval clause: "Award of this contract was approved by (name and title) on (date)." Such definitive contracts do not require manual approval.

§ 1053.511 *Dating of manual approval actions.* At least the contract file copy, the contractor's copy, and the GAO copy of each contractual document requiring manual approval will be stamped to reflect the date of such approval.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

PART 1054—CONTRACT ADMINISTRATION

1. Sections 1054.218 and 1054.219 are added as follows:

§ 1054.218 *Coordination—*(a) *Industrial production readiness policy.* Administrative contracting officers will, in conforming with the prime contract clause, comply with all requirements for screening prime contractors' proposed subcontracting structure for compliance with Industrial Production Readiness Policy.

§ 1054.219 *Approval of subcontracts which require acquisition of additional AF facilities.* At the time of approval of any subcontract which would require the acquisition of facilities at additional cost to the Government, the administrative contracting officer will carefully follow the procedure in § 1013.2402 of this chapter.

2. Section 1054.221 is deleted.

3. Sections 1054.507 and 1054.508 are added as follows:

§ 1054.507 *Delegation of authority to process contract appeals.* The Commander, AMC, has been delegated authority to process all contract appeals directly to the Armed Services Board of Contract Appeals and the Appeal Board, Office of Contract Settlement. The Commander, AMC, has further delegated this authority to the Staff Judge Advocate, Hq AMC, with power of redelegation.

§ 1054.508 *Staff Judge Advocate, Hq AMC.* The Staff Judge Advocate, Hq AMC, is the duly designated trial attorney to defend appeals against the Government before the Armed Services Board of Contract Appeals or the Appeal Board, Office of Contract Settlement. Section 1054.503-2 requires AF contracting officers to refer all findings and decisions to the Staff Judge Advocate, Hq AMC, for comments before transmittal to the contractor involved. In addition to the advice and assistance the Staff Judge Advocate may be able to afford in such appeals, it is to the advantage of the Government that the trial attorney be consulted before any appeal is formally taken.

4. Subpart F is deleted. New subpart F, Administration of Progress Payments, is substituted therefor:

§ 1054.600 *Scope of subpart.* This subpart sets forth policy, procedures, and responsibilities for the administration of progress payments. Provisions for the authorization of progress payments are set forth in Subpart C, Part 1058 of this chapter.

§ 1054.601 *Applicability of subpart.* This subpart applies to all personnel concerned with the administration of progress payments based on costs.

§ 1054.602 *Definitions—*(a) *"Progress payments."* See § 1058.303 of this chapter.

(b) *"Costs."* Costs include all expenses of contract performance which are reasonable, allocable to the contract, consistent with sound and generally accepted accounting principles and practices, and not excluded by the contract. The term "costs" includes "incurred costs" when the contractor is not delinquent in payment of costs of contract performance in the ordinary course of business. It may also include incurred costs, after such delinquency, to the extent provided in § 1054.607 (m).

(c) *"Incurred costs."* Incurred costs are those costs identified through the use of the accrual method of accounting and reporting. As to invoices, incurred costs include only invoices for completed work to which the prime contractor has acquired title, for materials delivered (to which the prime contractor has acquired title), for services rendered, for costs billed under cost-reimbursement or time-and-material subcontracts for work to which the prime contractor has acquired title, and paid invoices for progress payments to subcontractors (when such progress payments are specifically provided for by the prime contract), all properly recorded on the books of the contractor and identified with the contract. Costs incurred include costs of direct labor, direct material, and direct services identified with and necessary for the performance of the contract, and also all properly allocated and allowable overhead (indirect) costs as shown by the books of the contractor.

(d) *"Unliquidated progress payments."* Unliquidated progress payments are the aggregate sum of all progress payments made, less the aggregate sum of amounts applied to reduce progress payments.

(e) *"Contract price."* The term contract price means the total amount fixed by the contract (other than any portion of the contract specifically providing for cost reimbursement only), as amended, to be paid for complete performance of the contract. If the contract provides for escalation or for redetermination of price the term means the initial price until changed and not the ceiling price. If the contract is of the incentive type, this term means the initial, target or billing price until changed, and not the ceiling or maximum price. For letter contracts this term means the maximum expenditure authorized by the contract, as amended.

(f) *"Administrative contracting officer."* As used herein, the term means the contracting officer administering the contract.

§ 1054.603 *Administration of indefinite quantity contracts.* When progress payments are provided in indefinite quantity contracts (such as for overhaul or maintenance), the contract price is deemed to be the total of the amount of requisitions, delivery orders, work orders, task orders or their equivalent issued under the basic contract. Costs for progress payment purposes are the costs allocable to all such requisitions, etc., and payments and liquidations will be handled in the same way as if all such requisitions, etc., constituted work under a single fixed price type contract.

§ 1054.604 *Subcontracts.* Progress payments to subcontractors may be included in the base for progress payments to prime contractors only when provision therefor is made in the prime contract Schedule. When provision is so made, the percentage of reimbursement for progress payments made to subcontractors will be stated.

§ 1054.605 *Transition.* Contracts in existence on the effective date of this subpart will be administered according to their provisions and these instructions.

§ 1054.606 *General.* Progress Payment clauses are not self-executing and require careful administration to insure against over-payments and losses. The administrative contracting officer must keep himself informed of the contractor's over-all operations and financial condition, since difficulties encountered and losses suffered in operations outside the particular progress payment contract may adversely affect the performance of that contract and the liquidation of the progress payments. In all cases, the physical progress of the work should be evaluated periodically to assure that progress payments are fairly supported by the value of the work actually accomplished on the undelivered portion of the contract in conformity with the contract requirements.

§ 1054.607 *Administration procedures.* (a) When a contract containing a Progress Payments clause is received by the administrative office, the administrative contracting officer will write to the contractor to inform him that when he submits progress payment invoices, he should segregate and accumulate the costs applicable to the Progress Payments clause of the contract according to an approved and acceptable accounting system. See Subpart C, Part 1052 of this chapter and Subpart C, Part 1058 of this chapter regarding FCR requirements for accounting systems.

(b) To conserve administrative effort, minimize expenses, and to promote prompt payment of proper progress payment requests, audit before the making of progress payments will be kept to the minimum necessary for the protection of the Government's interests. Accordingly, the administrative contracting officer may rely upon the adequacy of the contractor's accounting system and controls and on the reliability of the contractor's certificates. Pre-audit (audit before the making of a progress payment) will be limited to the first progress payment request of a contractor who, until the submission of such first progress payment request, was not then receiving progress payments, and in those situations where there is reason to question the reliability or accuracy of the contractor's certificate, or reason to believe that the contract will involve a loss. Post-review or post-audit will be made when considered desirable by the administrative contracting officer to determine the validity of any progress payment made on the contractor's certification.

(c) In approving progress payment requests, the administrative contracting officer will accept incurred costs as defined in § 1054.602 (c) as a basis for payment. If the prime contract provides for reimbursement for progress payments to subcontractors, such progress payments must be paid by the prime contractor before inclusion in any request for reimbursement by the Air Force.

(d) Unless the contract clause specifically provides otherwise, the administrative contracting officer will not approve progress payments to a contractor based on costs attributable to any item completed and accepted by the Government and invoiced under the contract involved.

(e) The administrative contracting officer in making the determinations required by this subpart or by the Progress Payments clause, will consult with, and use the services of production, quality control, the auditor general, financial, and other AF technical personnel, as necessary. These technical personnel will be consulted to determine:

(1) Progress of the contract.

(2) Efficiency of the contractor.

(3) Overall opinion as to the contractor's operations.

(4) Financial condition of the contractor.

(5) Status of First Article as applicable.

NOTE: If the contract contains a First Article clause which states that the contractor will not proceed with fabrication and/or production of items until approval of the first article, the administrative contracting officer will confine his approval of progress payments to those costs incurred in the fabrication of the first article.

(f) For contracts with contractors whose financial condition is doubtful or not strong in relation to progress payments outstanding or to be outstanding, or whose management is of doubtful capacity, or whose accounting controls are found by experience to be weak, or who are encountering substantial difficulties in performance, the administrative contracting officer should obtain full information concerning both the progress under the contract involved (including the status of subcontracts), and concerning contractor's other operations and financial condition. This information should be analyzed at frequent intervals for the better protection of the Government's interests, and the administrative contracting officer should take such action as may be proper and necessary to make contract performance more certain.

(g) Cognizant technical personnel are charged with the responsibility of advising the administrative contracting officer of any occurrences of which they become aware and which may have a bearing on contract performance.

(h) In reviewing progress payment requests, the administrative contracting officer should not take precipitant or arbitrary action to reduce or slow down progress payments or to increase liquidation rates unless justified on other grounds, such as overpayments or unsatisfactory performance. Any reduction in progress payments (other than normal liquidation pursuant to the contract) should be consistent with contractual provisions and should be effected only after notice to and discussion with the contractor, and after full exploration of the contractor's financial condition, existing or available credit arrangements, projected cash requirements, effect of progress payment reduction on contractor's operations, and generally on the equities of the particular situation. Where contract performance is satisfactory, and there is neither overpayment nor anticipated loss, proper progress payments, adequately verified, will be approved promptly when billed according to contract provisions, and such proper payments will not be held up or denied because of the contractor's lack of need for the payment.

(i) Upon receipt of a request for a progress payment from a contractor who appears on the financial surveillance list, a copy of which will be furnished to him by the chief of the administering activity, the administrative contracting officer should advise the facility advisory board that approved the FCR of such fact and request recommendations from the board regarding the approval of the request. The responsibility for decision as to whether a progress payment should be approved under the circumstances rests with the administrative contracting officer. In arriving at such decision the administrative contracting officer will be guided by the principles enunciated in this subpart.

(j) The facility advisory board is available for advice in any case involving requests for progress payments in which the administrative contracting officer has any doubts as to the advisability of approving progress payments. See Subpart E, Part 1052 of this chapter, which discusses the location and functions of such boards.

(k) If the administrative contracting officer has reason to doubt only minor elements of the costs involved in a progress payment billing (or invoice), only the doubtful amounts should be withheld, subject to later adjustments, and the amount clearly due should be approved without awaiting resolution of the differences.

(l) If unsatisfactory financial condition, or failure to make progress, is found to exist which would endanger contract performance, the administrative contracting officer will make arrangements to reasonably assure contract completion without loss to the Government prior to approving further progress payments and the making of other payments so long as there are unliquidated progress payments outstanding under the contract. The withholding of progress payments will be done only upon full consideration of all pertinent facts, and upon the conclusion that further payments would only increase the Government's probable loss.

(m) The contractor's delinquency in payment of costs of contract performance in the ordinary course of business may be an indication of unsatisfactory financial condition or other circumstances endangering contract performance and involving probability of loss to the Government. If such delinquency is not connected with poor financial condition that is so unsatisfactory as to endanger contract performance or to involve reasonably foreseeable loss to the Government, further progress payments and other payments will not necessarily be denied and payments may be continued at the contract rate, or in reduced amounts, in connection with appropriate arrangements to:

(1) Cure the contractor's delinquencies in payment of his costs of contract performance.

(2) Avoid further delinquencies.

(3) Reasonably assure completion of the contract without loss to the Government.

(n) With reference to contractor delinquency in payment of costs of performance amounts claimed by subcontractors, suppliers and others, but disputed in good faith by the contractor, should not be considered delinquent until determined due by a court (or by arbitration if applicable). Any such disputed amounts will be excluded from costs of performance so long as they are disputed.

§ 1054.608 *Method of recoupment for liquidation.* Liquidation will conform to § 1058.308 of this chapter.

§ 1054.609 *Maximum unliquidated amount.* In all cases where the contract price is sufficient to cover all costs of complete performance and liquidation of progress payments is effected according to paragraph (b) of the Progress Payments clause, the amount of unliquidated progress payments will never exceed the maximum limit provided by paragraph (a) (3) (i) of the clause, unless liquidation percentages have been based on cost estimates that are less than actual costs. In such cases, if the contract involves a profit to the contractor, the actual unliquidated progress payment amount will always be less than the maximum limit stated in paragraph (a) (3) (i) of the Progress Payments clause after the first delivery payment. So long as performance is satisfactory and there is no reason to believe that the contract will involve a loss to the contractor or that the liquidation rate stated in (b) of the "Direct Labor and Materials Cost" Progress Payments clause is too low, there will be no need or reason to verify the relationship of the amount of unliquidated progress payments to maximum limit prescribed by paragraph (a) (3) (i) of the clause. However, when the rate or quality of performance is unsatisfactory, or the rate of rejection is unduly high, or there is excessive wastage or spoilage, or it appears that unduly low costs have been attributed by the contractor to delivered items, or a loss to the contractor is otherwise indicated, or that the liquidation rate is too low, careful examination should be made to determine whether or not the unliquidated progress payments exceed the maximum amount permitted by above referenced paragraph (a) (3) (i). The services of the cognizant audit agency should be used to the fullest extent available, together with the services of qualified cost analysts and other cognizant technical personnel as required. See Section III "General Instructions" DD Form 1195.

§ 1054.610 *Suspension or reduction of payments—general.* The rights reserved to the Government by paragraph (c) of the Progress Payments clause are for the purpose of protecting the interests of the Government, fostering satisfactory contract performance, and guarding against overpayments and losses. Accordingly, paragraph (c) of the Progress Payments clause will be administered with these purposes in mind, and action taken pursuant thereto will be fair and reasonable under the circumstances of particular cases, and supported by substantial evidence. Findings made under paragraph (c) of the Progress Payments clause will be in writing.

(a) *Failure to comply with contract.* Action should not be taken for failure to comply with a requirement of the contract, if such failure has resulted solely from causes beyond the control and without the fault or negligence of the contractor. For examples of such causes, see paragraph (b) of the Default clause in § 7.103-11 (b) of this title. Compliance with the requirements of the contract includes compliance with the provisions of the Progress Payments clause.

(b) *Unsatisfactory financial condition.* See § 1054.607 (l).

(c) *Excessive inventory.* When inventory allocated to the contract is found substantially to exceed reasonable requirements, the simplest form of adjustment to correct or avoid overpayment will be to eliminate the costs of such excess inventory from the costs shown in Item 7 of the contractor's request (DD Form 1195 set forth in § 1054.614). If that is not regarded as sufficient in a particular case, or if the adjustment in Item 7 of the request will not accomplish full corrections, additional deductions, to the extent necessary for the correction, should be made, to liquidate progress payments, incident to billings for payments other than progress payments. Transfer of each such excess inventory from the contract should also be required. The expression "reasonable requirements" includes a reasonable accumulation of inventory for future use to assure continuity of operations.

(d) *Delinquency in payment of costs of performance.* See § 1054.607 (m).

(e) *Fair value of undelivered work.* The fair value of undelivered work under the contract cannot exceed the contract price of undelivered work less the estimated total future costs of completion. When determining the relationship between the amount of unliquidated progress payments and the fair value of the work accomplished on the undelivered portion of the contract the principles stated in § 1054.609 will apply. In determining the action, if any, to be taken, the administrative contracting officer will give full consideration to the degree of completion of contract performance, the quality and amount of work performed on the undelivered portion of the contract, the amount of work remaining to be done and the estimated costs of completion of performance, and the amount remaining unpaid under the contract. If the administrative contracting officer finds that the fair value of the work done under the undelivered portion of the contract, in relation to the contract price, is less than the unliquidated progress payments, further payments on the contract will be controlled in such a manner as to hold the unliquidated progress payments within the fair value of the work done on the undelivered portion of the contract.

(f) *Erroneous cost estimates.* Increase of the liquidation percentage will become necessary when progress payments are based on costs of direct labor and material only, or any limited cost base which provides a narrower and more limited cost basis, and actual costs forming the base for progress payments are higher than the estimated eligible costs used in establishing the liquidation percentage.

§ 1054.611 *Report of adverse developments.* See § 1058.105 of this chapter.

§ 1054.612 *Government title.* The Progress Payments clauses give the Government title to all of the materials, work in process, and finished goods under contracts after the making of progress payments thereon. Care should be taken to assure, to the extent reasonably necessary, that the title taken by the Government will be free of all encumbrances. The procedure in this respect will necessarily vary with the circumstances of individual cases. Ordinarily, in the absence of reason to believe that the Government title may be subject to encumbrance the contractor's certificate will be relied on. If any arrangements or conditions are found that would impair the contractor's right of disposition of the property affected by the progress payments, appropriate arrangements should be made to establish and protect the Government title. The existence of any such encumbrance is a violation of the contractor's obligations under the contract.

(a) *Loss, theft, destruction or damage.* The risk of loss as to property affected by the Progress Payments clause is on the contractor, except to the extent that by some special provision of the contract (such as that relating to aircraft in the open) the Government will have expressly assumed the risk of loss. Such express assumption of risk by the Government is not made in the Progress Payments clause, the Default clause, or the Termination clause. Because of problems of administering the contract, especially those connected with property responsibility and inventory control, the risk of loss on property to which the Government holds title because of progress payments must be on the contractor to the same extent that it would be if the contractor held title to the property. This risk of loss carries with it the accompanying duty to repay to the Government the amount of unliquidated progress payments based on costs allocable to lost, stolen, or destroyed property or to the damaged portion of the property. If the Government has expressly assumed particular risks of loss, then, to the extent of such express assumption of risk by the Government, the contractor would not be obligated to repay to the Government the amount of unliquidated progress payments based on costs allocable to such lost, stolen, destroyed, or damaged property.

(b) *Government-furnished property.* Contract provisions referring to or defining liability for Government-furnished property do not apply to property to which the Government will have acquired title solely pursuant to the provisions of the Progress Payments clause. Property to which the Government has acquired title solely pursuant to the Progress Payments clause is not subject to §§ 30.2 and 30.3 (Appendixes B and C of ASPR) of this title.

(c) *Special tooling.* When the contractor furnishes special tooling, as defined in § 13.101-5 of this title, pursuant to a Special Tooling clause (e. g., § 13.504 of this title), and such special tooling is not to be delivered to the Government as an end item under the contract, the handling and disposition of such special tooling will be governed by the Special Tooling clause of the contract, even though title to such special tooling is held by the Government pursuant to the Progress Payments clause of the contract.

(d) *Termination for convenience of the Government.* After giving of notice of termination under contract provision for termination for the convenience of the Government, the property to which the Government has title pursuant to the Progress Payments clause and which is a part of termination inventory will be acquired or disposed of according to the provisions of the Termination clause of the contract and of applicable laws and regulations. The acquisition or disposition of such termination inventory will be governed by the Termination clause, even though title to all or a portion of such inventory is in the Government pursuant to the Progress Payments clause of the contract.

(e) *Scrap—Excess property.* (1) In the course of proper performance of contracts, contractors are permitted to sell or otherwise dispose of current production scrap in the ordinary course of business, notwithstanding the Government's title under the Progress Payments clause. Permission of the contracting officer for such disposal of scrap is not required. With the permission of the contracting officer and on terms approved by him, contractors may also acquire or dispose of materials, inventories, or work in process to which the Government has acquired title pursuant to the Progress Payments clause of the contract, including transfer of such property to other work of the contractor. Proceeds of scrap disposal will be credited against the costs of contract performance. Costs allocable to property, other than scrap, so transferred from the contract will be eliminated from the costs of contract performance, and the contractor will be required to repay to the Government (by cash or credit memorandum) an amount equal to the unliquidated progress payments allocable to the property so transferred from the contract.

(2) When (i) the contractor has completed all work called for by the contract, and (ii) such work has been delivered to and accepted by the Government, and (iii) progress payments made under the contract have been fully liquidated, and (iv) the contractor has fully performed all its obligations under the contract (including the making of any payments to which the Government may be entitled under the contract, and including compliance with any other provisions of the contract, such as the termination clause or the Special Tooling clause or the Government-Furnished Property clause), any excess property remaining is to be regarded as having not been allocated or properly chargeable to the contract under sound and generally accepted accounting principles and practices, and thus outside the scope of the Progress Payments clause which would have vested title in the Government. Accordingly, the contractor holds title to such excess property and may deal with it as he desires.

§ 1054.613 *Adjustments; retroactive price reduction; refunds.* When a retroactive price reduction has been made effective by supplemental agreement pursuant to the price redetermination provision of the contract, the Progress Payments clause requires adjustments so that the amount of unliquidated progress payments and the amounts paid or payable for supplies or services accepted will give effect to the price reduction. In this situation, the retroactive price reduction means that too much has been paid or billed for deliveries, and that from those delivery billings too much has been applied as a reduction of the unliquidated progress payment balance. The necessary adjustments would be: (a) Recomputation of total cash delivery payments on the basis of the reduced billing price resulting from the retroactive price reduction, and repayment by the contractor of the difference between the total recomputed payments and the total cash deliveries that had been made, and (b) increase of the unliquidated progress payment balance by the excess of the total amounts previously applied to reduce the unliquidated progress payment balance over the amounts that would have been applied to reduce the unliquidated progress payment balance if the reduced delivery prices had been in effect from the date from which the redetermination is applicable. This same principle of upward adjustment of the unliquidated progress payment balance is also applicable in connection with the interim refunds made by contractors pursuant to the provisions of incentive and price-redetermination contracts, and in connection with voluntary refunds on such contracts. (Note: See also Subpart Z of this part, on Interim Billing Prices and Refunds for Incentive and Price Redetermination Contracts.)

§ 1054.614 *Contractor's request for progress payments.* All invoices for progress payments will be supported by DD Form 1195 "Contractor's Request For Progress Payments," with any supporting information that may be reasonably required. This form of request will also be used (unless incompatible with contract provisions) in connection with progress payments based on costs under existing contracts and other contracts authorizing progress payments but not containing one of the clauses set forth in Subpart C, Part 1058 of this chapter. The use of this form is subject to the instructions contained on the reverse side, which will be included on all reproductions of the form.

5. Subpart W is deleted. New Subpart W—Scrap Control is added as follows:

§ 1054.2300 *Scope of subpart.* This subpart sets forth principles and responsibilities to insure that adequate procedures for control of excessive generation of scrap are established and maintained in contractors' facilities.

§ 1054.2302 *Application.* This subpart applies to the administration of AF contracts involving Government property or property acquired by the contractor under fixed-price contracts with price redetermination clauses.

§ 1054.2303 *General.* The purpose of controlling excessive generation of scrap is to eliminate waste and resulting costs and to provide for the optimum use of critical and strategic materials. Excessive generation of scrap results in the loss of the basic material, nullifies labor expended, wastes machine time and plant space, creates an accrual of overhead costs, and reduces the orderly production of acceptable items. The unproductive use of materials, labor, and production capacity increases costs and reduces quantity produced to the extent that it is imperative that all personnel concerned make a continuing study of all problems resulting thereby.

§ 1054.2304 *Responsibilities.* The administrative contracting officer will, in administering AF production contracts:

(a) Review the scrap control procedures of the AF contractor. The intent of the review is to establish that the contractor is practicing scrap control to insure that recurring scrap is being kept at a minimum and to provide information that will facilitate an immediate correction.

(b) Be responsible for the following in conjunction with AF industrial property, quality control, production and audit personnel and the contractor:

(1) Review and evaluate the contractor's procedures and practice of scrap control and the results obtained from such control.

(2) Review rejection trends of the contractor and spot-check to satisfy himself that scrap controls as established by the contractor are actually being practiced.

(c) Determine that the contractor's controls pertaining to the generation of scrap, including procedures and records, are according to the generally accepted objectives of scrap control within the segment of the industry concerned and are adequate to protect the Government's interest. Advise the contractor and local cognizant AF personnel, in writing, of the determination. If corrective measures are necessary, advise the contractor so he may accomplish them.

6. In § 1054.2603, paragraph (d) is added as follows:

(d) When progress payments have been made on the contracts, it may be necessary to adjust the unliquidated progress payment balance. See § 1054.613.

7. New Subpart AA—Special Bank Accounts for Advance Payments is added:

§ 1054.2700 *Scope of subpart.* This subpart sets forth procedures to be followed in the administration and supervision of special bank accounts which are restricted for making advance payments to AF contractors.

§ 1054.2701 *Applicability of subpart.* This subpart applies to all AF personnel concerned with the administration and supervision of advance payments.

§ 1054.2702 *Definitions.* For the purpose of this subpart, the following terms have the meaning set forth below:

(a) "Advance Payments" refers to advance payments as set forth in Subpart G, Part 1058 of this chapter.

(b) "Special Bank Account" means a restricted bank account opened in the name of the contractor and earmarked "special."

(c) "Financial Branch" means the Financial Branch (MCPZF), Hq AMC, or the Financial Section (RDSKC), Hq ARDC, where applicable.

§ 1054.2703 *Supervision of special bank accounts*—(a) *Appointment of contracting officer.* When requested by the Financial Branch, an AMA commander or other appropriate appointing official, will designate a contracting officer to administer each special bank account established with respect to contracts under his administrative jurisdiction. Within ARDC the Director of

Procurement, Hq ARDC, will designate a contracting officer to supervise the bank account.

(b) *Requests for advance payment moneys by contractors.* The administrative contracting officer will determine that requests for additional advances into the bank account which he received from the contractor conforms to the requirements set forth in § 1058.709 (a) of this chapter and will add his comments and recommendations which will be submitted to the Financial Branch. The submission will be accompanied by six copies of Standard Form 1034, "Public Voucher for Purchases and Service other than Personal."

(c) *Duties of contracting officers.* The duties of the designated contracting officer in connection with the supervision of withdrawals from special accounts are as follows:

(1) All checks covering withdrawals from advance payment accounts will be countersigned by him unless otherwise provided in the contract.

(2) He will notify the depository bank in writing that all withdrawals will be subject to countersignature by him and will place with the bank, specimens of his signature, with a request that they be acknowledged.

(3) He will notify the contractor of the procedure to be followed in effecting withdrawals from the advance-payment account.

(4) He will maintain daily running accounts of advance payments. He will require the contractor to furnish duplicate copies of all deposit slips for deposits made in the special bank account pursuant to the requirements of the contract, and copies of monthly bank statements showing the condition of the account.

(5) The contractor may request withdrawal of funds for anticipated cash requirements, and to the extent agreed upon by the contracting officer, for expenditures already made or obligations already incurred in connection with performance of the contract. Anticipated requirements should be for the shortest practicable period, and will be supported by a statement showing in detail the proposed use of the funds. If the requested withdrawal is for expenditures already made or obligations already incurred, supporting data satisfactory to the contracting officer will be required. Such statements and data will be retained by the contracting officer in his files.

(6) If, after expenditure of the advance payment funds, it is determined that the funds were expended for an improper purpose, the contracting officer will make a demand on the contractor for immediate redeposit in the special account of the amount improperly used. If the amount is not so restored, the amount thereof will be deducted from the next requisition for withdrawal submitted by the contractor and the contractor will be charged the full amount approved as contemplated by subparagraph (5) of this paragraph.

(7) In the event of termination of the contract, the contracting officer will determine whether the unliquidated balance of advance payments exceed the total amount to be paid under the contract, including the contractor's own termination charges and termination charges of subcontractors.

(i) If the unliquidated balance of advance payments does not exceed the total amount to be paid under the contract, including termination charges, the contracting officer will permit withdrawal as provided for in the contract and according to this subpart.

(ii) If the contracting officer determines that the unliquidated balance of advance payments exceeds the total amount to be paid under the contract, including the contractor's own termination charges and those of subcontractors, he will so advise the Financial Branch (see § 1054.2708 (b) (2)).

§ 1054.2704 *Withdrawals for purpose of making subadvances to subcontractors.* (a) Withdrawals for the purpose of making subadvances to subcontractors may be included in the amounts which may be advanced to the contractor if the contract involved specifically provides for such subadvances, and if the subcontractor has been approved as a source for the placement of business by the prime contractor. Withdrawals from special accounts for subadvances are subject to the rules in § 1054.2703. For the purposes of this subpart a "subcontractor" is a contractor or vendor who performs work for, or furnishes material, supplies, or equipment to a prime contractor.

(b) Unless other security is furnished, the subcontract or purchase order must contain, as security for the repayment of the subadvances, covenants, expressly made for the benefit of the Government, providing for a subspecial account with Government lien thereon and for a Government lien on property purchased with funds advanced under such subcontract or purchase order, and must impose upon the subcontractor substantially the same obligations as are provided in the prime contract in connection with the contractor's advance payments.

(c) If the prime contractor arranges for the subcontractor to furnish other security rather than providing in the subcontract or purchase order for a special bank account, the contracting officer will not undertake to determine whether such security is adequate. (See paragraph (f) of this section.) However, if the contracting officer is of the opinion that the prime contractor's financial condition is such that the Government is not assured that he will be able to liquidate amounts advanced, he will bring the matter to the attention of the Financial Branch, through channels.

(d) Normally, withdrawals from special accounts established for subcontractors will not require countersignature by the contracting officer. However, whenever the contracting officer believes that the financial condition of the prime contractor or subcontractor is such that supervision of withdrawals from the subcontractors special bank account is desirable, he will notify the Financial Branch, through channels, and will not authorize the subadvance until clearance been obtained.

(e) When necessary, contracting officers will be designated to supervise the special account of a subcontractor. They will permit withdrawals from such special account according to the principles for withdrawals by prime contractors from their special accounts.

(f) Approval of subadvances by a prime contractor to a subcontractor or for the withdrawal by a subcontractor of advance payments from its special account does not constitute a waiver or release of the liability of the prime contractor to the Government for the advance payments involved.

§ 1054.2705 *Importance of close attention to special bank accounts.* Close attention by the contracting officer to the discharge of his duties in connection with special bank accounts will facilitate administration of the contract and avoid unnecessarily large withdrawals from the account. Close coordination will be maintained by him with audit personnel engaged in auditing expenditures under the contract for the purpose of verifying expenditure of funds withdrawn from special accounts.

§ 1054.2706 *Change in contractor's ability to perform contract.* The contracting officer will notify the Financial Branch and the procuring contracting officer of any known change in the contractor's technical or financial ability to perform the contract.

§ 1054.2707 *Use of advance payments under terminated contracts.* (a) The Air Force activity responsible for the issuance of notices of termination (for the convenience of the Government) will notify the administrative contracting officer promptly of each partial or total termination of a contract under which advance payments are outstanding, so that the latter may be fully informed in connection with any further withdrawals. Withdrawals from special advance payment bank accounts under contracts terminated for contractor's default will be stopped immediately.

(b) If a contract is terminated for the convenience of the Government, the administrative contracting officer may continue to exercise supervision over the special bank account or such responsibility may be assigned to the termination contracting officer, who will notify the bank and the Financial Branch of the change and will take the other actions required by § 1054.2703. If the termination contracting officer is other than the administrative contracting officer, the latter will maintain close coordination with the former and will furnish whatever information is requested.

§ 1054.2708 *Liquidation of advance payments.* (a) Liquidation of advance payments will be made according to the terms of the contract. Under certain circumstances, contractors are obligated to make repayment upon demand. The authority for making such demands has been delegated to the contracting officer in the Financial Branch. Except as provided in paragraph (b) (5) of this section, or as specifically authorized in a particular case by the Deputy Director/Procurement, Hq AMC, or the Director of Procurement, Hq ARDC, demand for repayment of advance payments will not be made by other contracting officers.

(b) Demands will be made whenever the contracting officer in the Financial Branch deems them advisable. Demands will be made under the following circumstances and according to the terms of the contracts:

(1) If the balance of advance payments in the special bank account exceeds current needs, demand will be made for repayment of the excess. If the excess is the result of a partial or total termination for the convenience of the Government, demand will not be made without coordination with the termination contracting officer assigned settlement responsibility.

(2) If the unliquidated balance of advance payments exceeds the unpaid portion of the contract price, demand will be made for repayment of the excess.

(3) If upon completion of a contract and after final audit of accounts thereunder the amount due the contractor is insufficient to cover any balance of advance payments due the Government, demand will be made for payment of the deficiency in cash. In the case of a contract terminated for the convenience of the Government, the termination contracting officer will determine the amount due under the terminated portion of the contract.

(4) If a contract is terminated for the convenience of the Government and the contracting officer in the Financial Branch has reason to believe that deductions should be made from payment due the contractor under the contract to secure the liquidation in full of the advance payments even though final audit of accounts has not been made, he will inform the termination contracting officer handling the settlement of the contract. If both parties agree, the finance officer will be requested to make proper withholdings of amounts due the contractor for the purpose of liquidating the advance payment.

(5) Notices of default termination affecting contracts under which advance payments are outstanding will include a demand that the contractor immediately repay to the Government, without setoff, the unliquidated balance of outstanding advance payments, if any, plus accumulated and unpaid interest, if any, made to him under the contract.

(c) All contracting officers administering advance payment accounts and all termination contracting officers will bring to the attention of the Financial Branch any case in which, in their opinion, demand should be made upon a contractor for the return of all or any portion of the outstanding balance of advance payments.

(d) Copies of all demands on contractors for repayment of advance payments will immediately be forwarded by the contracting officer in the Financial Branch to the appropriate finance officer. In addition, such contracting officer will immediately call to the attention of the finance officer any case where contractors have failed to comply with their obligations to repay advance payments to the Government.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301–2314, 70A Stat. 127–133; 10 U. S. C. 2301–2314)

PART 1055—SPARE PARTS

1. Section 1055.603 (b) is deleted and the following substituted therefor:

(b) The review board will review the documents according to § 1055.602 (b) and recommend approval or disapproval, giving reasons. In considering the acceptability of the negotiated prices, the board should consider: (1) The overall reliability of the contractor's pricing system, (2) the degree to which individual prices were checked against accounting records, and (3) the extent to which value can be placed on individual items by comparison with similar items or by use of the judgment of AF personnel familiar with production methods and costs. The board then will attach its recommendations with appropriate signatures of members approving the recommendations and return the file to the administrative contracting officer. If the review board is unable to reach a unanimous decision, all dissenting comments will be forwarded with the majority recommendation. If the documents which establish prices are disapproved, reasons for disapproval will be furnished.

(c) In cases of disapproval, the administrative contracting officer will take corrective action and resubmit the documents to the review board.

(d) If the documents are approved, the administrative contracting officer will take action to incorporate these documents into the proper contract according to § 1055.402.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply secs. 2301–2314, 70A Stat. 127–133; 10 U. S. C. 2301–2314)

PART 1058—CONTRACT FINANCING

1. Subpart A is deleted and a new Subpart A—Contract Financing Policy is substituted therefor:

§ 1058.100 *Scope of subpart.* This subpart sets forth general policies regarding the furnishing of Government financial assistance to defense contractors in the form of guarantees of loans, progress or advance payments.

§ 1058.101 *Purpose of contract financing by the Government.* The providing of funds for payment of expenses of performance of contracts is an essential element of defense production. Contract financing is to be regarded as a useful working tool that may be used to the benefit of the Government for aiding procurement by expediting performance of defense contracts and subcontracts. The contract financing system makes possible production in volume that could not be accomplished otherwise. Prudent contract financing supports procurement and production and fosters the small business policy by providing necessary funds to supplement other funds available to contractors for contract performance. Financing must support procurement and is designed to aid, not impede, essential procurement. It must be administered so as to avoid the risk of monetary loss to the Government to the extent compatible with aiding essential procurement.

§ 1058.102 *Need for financing not a handicap.* In all cases, whether involving formal advertising or negotiation, the need for advance payments, progress payments, or for a guaranteed loan (with reasonable percentage of guarantee) will not be treated as a handicap in awarding contracts to those potential qualified contractors who are deemed competent and capable of satisfactory performance (See §§ 1001.307 and 1002.406–1 of this chapter). The ability of the contractor to perform the contract, including the availability of money or credit necessary for performance, must be reasonably assured in all cases. Awards which are otherwise proper must not be deterred by the necessity for providing reasonable contract financing. A contractor deemed reliable, competent, capable, and otherwise responsible must not be regarded as any less responsible by reason of the need for reasonable contract financing provided or guaranteed by the Air Force. In selection of an appropriate method for provision of funds, contractors will not be expected to seek or obtain loans or credit from agencies of the Government outside the Department of Defense.

§ 1058.103 *Financial responsibility of contractors.* Financial difficulties encountered by contractors and subcontractors may (a) disrupt production schedules, (b) cause wastage of manpower and materials, and (c) if connected with guaranteed loans, advance payments, or progress payments, result in monetary loss to the Government. If financial crises occur in the course of a contractor's production, the need for continued production may make guaranteed loans or advance payments imperative for continuance of such production, even though monetary losses may be likely under the circumstances. In order to reduce these hazards so far as possible, contracts should be entered into only with those potential contractors meeting the requirements of §§ 1001.307 and 1002.406 of this chapter, and who have the financial capacity or credit (giving due regard to the availability of progress payments, guaranteed loans, and advance payments), technical skill, management competence, and plant capacity and facilities (including subcontracting capacity) reasonably to assure their ability to perform their contracts according to their terms. Contracting officers should avoid the placement of additional contracts or subcontracts with contractors in situations where additional contracts will overload the contractor's production capacity, overextend his financial resources and credit, and thus tend to interfere with timely performance of contracts on hand, and create need for additional contract financing arrangements, which may be impossible to establish on a prudent basis. In all cases, whether involving formal advertising or negotiation, it must be determined that the contractor is financially and otherwise able to perform the contract. In addition, consideration must be given to the judgment, skill, and integrity of the potential contractor, and to his reputation and experience, including prior work of a similar nature done by him, and the other factors set forth in § 1001.307, § 1002.406, or § 1003.101 of this chapter, as appropriate. Persons placing subcontracts, at all levels of subcontracting, should be encouraged to apply these standards in placing subcontracts.

§ 1058.104 *Coordination before contract award.* Each purchasing office should use the services of persons qualified and competent to evaluate credit and financial problems, and each contracting officer should have available to him and should use the services of such persons. Among other things, the duties of such persons is to arrange, prior to contract awards, and so far as practicable, prior to subcontract arrangements, that financing for performance of contemplated contracts and subcontracts is reasonably assured prior to or contemporaneously with the making of contracts. In those exceptional cases where there is substantial doubt that a prospective contractor has the financial capacity or credit resouces essential to the performance of the contemplated contract, the contracting officer, after having determined that no satisfactory alternative sources of supply are readily available on terms equally as favorable to the Government, should, prior to placement of the contract recommend through established channels, if placement of the contract is deemed beneficial to the interests of the Government, whether financing should be provided. (See Subpart D of this part.)

§ 1058.105 *Report of adverse developments.* (a) When materially adverse developments concerning an AF contractor or subcontractor having a bank loan guaranteed by a military department or concerning a contractor having advance or progress payments, become known to production, quality control, financial, auditor or other cognizant personnel within a procuring or administering activity, pertinent facts should be reported to the contracting officer having primary contract administration responsibility, who will take whatever protective or remedial course of action is open to him and will report the situation in full with his recommendation for additional action through his normal channels by the most expeditious means that the situation demands to the procuring contracting officer through either the Director of Procurement and Production (as appropriate to the location of the ACO) in Hq AMC, an AMA, or a depot, or the Director of Procurement, Hq ARDC or in an ARDC center. The Director of Procurement or the Director of Procurement and Production, as appropriate will, through the contracting officer, take whatever action he deems proper, prudent, and beneficial to the Government.

(b) All echelons are expected to take whatever action they can within their scope of authority and to recommend additional action by higher authority sufficient to protect the interest of the Government. It should be borne in mind that the interest of the Government may be better fostered by additional financial assistance. The advisability of providing such additional assistance should be given due weight in the light of the existing situation. All actions taken and recommendations made should be governed by the need for continued production. The cost of reprocurement, the loss of production time, and the essentiality of the procurement should be evaluated against any risks of monetary loss that may be involved in recommending additional financial assistance or continuing existing assistance.

(c) Adverse developments with respect to contracts or subcontracts concerning the contractors mentioned above, whether such contracts are administered by AMC or ARDC field activities should be reported by the director of procurement and production in the AMA or depot or the Director of Procurement in Hq ARDC to the Director of Procurement and Production, Hq AMC, attn: MCPZF. The report should encompass the nature of the development, its expected impact upon continued satisfactory production on the part of the contractor or subcontractor, remedial or protective measures taken, and a recommendation for additional action by higher authority.

(d) The Director of Procurement and Production, Hq AMC, will take whatever action he deems appropriate under the circumstances and within the limits of his authority.

(e) If the adverse development relates to a contractor or to a subcontractor having a bank loan guaranteed by the Air Force, the Director of Procurement and Production, Hq AMC, will report the development, its expected impact upon continued satisfactory production, remedial actions taken, and a recommendation for additional action by the most expeditious means compatible with the urgency of the situation to Hq USAF, attn: Contract Financing Branch, Directorate of Accounting and Finance, Office of the Comptroller.

(f) It is imperative that all echelons take timely appropriate protective or remedial action when adverse developments occur. If there are reasons to doubt the prudence of continuing progress payments in cases involving performance difficulties or serious financial deterioration, decision must be made promptly with proper regard for the harmful effects of delay on the continued operation of the contractor concerned. If the situation demands, an appropriate recommendation for action will be made to the Director of Procurement and Production, attn: Procurement Policy Division in Hq USAF by the Director of Procurement and Production, Hq AMC.

§ 1058.106 *Small business; general.* Immediate and continuing attention must be given at all levels to insure that constructive measures will be taken to facilitate and accelerate necessary contract financing assistance to small suppliers. Every reasonable effort must be made to assist small suppliers in the resolution of their problems relative to the financing of contract performance, as well as to assist them in understanding and complying with the requirements of performance as to payment forms, inspection, and cost accounting.

§ 1058.107 *Timely action.* In connection with requests for provision of progress payments, advance payments, or loan guarantees, there must be timely action, no unwarranted delay, and no hesitation to make proper contract financing provisions.

2. Subpart B is deleted and a new Subpart B—Certificates of Eligibility in Support of Guaranteed Loans is substituted therefor:

§ 1058.200 *Scope of subpart.* This subpart describes Guaranteed Loans and Certificates of Eligibility and sets forth procurement responsibilities and procedures in connection therewith.

§ 1058.201 *Applicability of subpart.* This subpart applies to all AF procurement and production personnel.

§ 1058.202 *Description.* Guaranteed loans, usually called "V-loans," are essentially the same as other loans made by financing institutions without guarantee, except that under a standard form of guarantee agreement the guaranteeing agency is obligated on demand of the lender to purchase a stated percentage of the loan and to share losses in the amount of the guaranteed percentage. Guaranteed loans afford an especially convenient medium for financing borrowers who hold subcontracts, or numerous prime contracts, or prime contracts with several contracting agencies.

(a) Funds are disbursed and collected by the lending institution and its personnel administer the loan. Government funds are not involved except for purchases of the guaranteed portion of the loan or settlement of losses.

§ 1058.203 *Authority.* Under section 301 (a) of the Defense Production Act of 1950, as amended, and section 301 of the Executive Order No. 10480, the Department of the Air Force, among others, is designated as a "guaranteeing agency" and authorized by section 302 (a) of E. O. 10480 "to guarantee, in whole or in part, any public or private financing institution (including any Federal Reserve Bank), by commitment to purchase, agreement to share losses, or otherwise, against loss of principal or interest on any loan * * *, which may be made by such financing institution for the purpose of financing any contractor, subcontractor, or other person in connection with the performance of any contract or other operation deemed by the guaranteeing agency to be necessary to expedite production and deliveries or services under Government contracts for the procurement of materials or the performance of services for the national defense, or for the purpose of financing any contractor, subcontractor, or other person in connection with or in contemplation of the termination, in the interest of the United States, of any contract made for the national defense."

(a) Authority to approve the issuance of loan guarantees on behalf of the Air

Force rests with the Deputy for Contract Financing to the Assistant Secretary (Financial Management) in Hq USAF (SAFO 522.1 dated 5 July 1955).

(b) Recommendations with respect to the financial aspects of an application for guarantee of a loan are made to the Deputy for Contract Financing (SAFFM) by the Contract Financing Branch, Financial Data and Collection Division, Directorate of Accounting, Audit and Finance, Deputy Chief of Staff, Comptroller, Hq USAF.

(c) The Federal Reserve Bank involved makes any necessary credit investigation to the extent and in the manner that it considers investigation or verification appropriate with a view to expediting necessary defense financing.

(d) The Deputy Chief of Staff, Materiel, Hq USAF, is responsible for obtaining a Certificate of Eligibility to establish that the materials or services involved are deemed essential to the national defense and that (except for small business concerns) these cannot be procured readily from an alternative source without prejudice to the national defense and that the contractor has the technical ability and required facilities to perform.

(e) The Deputy Chief of Staff, Materiel, has redelegated his authority to the Commander, AMC, with power of redelegation not below the level of an Assistant Deputy Director in the Directorate of Procurement and Production, Hq AMC.

(f) The Commander, AMC, has redelegated his authority without power of redelegation, to the following persons in the Directorate of Procurement and Production, Hq AMC:

(1) The Director

(2) The Deputy Director

(3) The Deputy Director/Production

(4) The Assistant Deputy Director/Production.

§ 1058.204 *Procedure on application of a private financing institution.* A defense contractor or subcontractor (at any level) or supplier, who requires operating funds may apply to the private financing institution selected by him, for the necessary loan or revolving credit, and furnish necessary information to the financing institution. If the financing institution is willing to extend credit, but considers Government guarantee necessary, it may file application for guarantee with the Federal Reserve Bank of its district. The Federal Reserve Bank promptly submits copy of the application to the Federal Reserve Board listing defense contracts, for transmittal to the interested guaranteeing agency so that determination may be made as to eligibility of the prospective borrower. (When Air Force is the interested guaranteeing agency as measured by the contractor's backlog, the application is transmitted to Hq USAF.) Concurrently with the process for determination of eligibility, the Federal Reserve Bank makes any necessary credit investigation. The report and recommendation of the Federal Reserve Bank are sent to the Federal Reserve Board, which transmits them to Hq USAF. If a Certificate of Eligibility has been issued and the application approved by the Deputy for Contract Financing (SAFFM) he authorizes the Federal Reserve Bank, by standard form of authorization transmitted through the Federal Reserve Board, to execute and deliver to the financing institution a standard form of guarantee agreement with the terms and conditions approved for the particular case. The Federal Reserve Bank, as fiscal agent for the Air Force, then issues the guarantee to the financing institution, which makes the loan. Substantially the same procedure may be followed on application for guarantee of loans to be made to a potential defense contractor who is actively negotiating or bidding for defense business, except that the guarantee is not authorized until the prospective defense contract has been issued.

§ 1058.205 *Certificate of eligibility.* The Certificate of Eligibility and its supporting data are the basis for the findings, incident to authorization of a loan guarantee, that the case meets the requirements of section 301 of the Defense Production Act of 1950, as amended, and of section 302 of Executive Order 10480.

(a) The approved form of Certificate of Eligibility is reproduced below:

HEADQUARTERS, AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

CERTIFICATE OF ELIGIBILITY

CONTRACTOR:

Pursuant to inquiry from ---------- relative to the subject contractor, the Directorate of Procurement and Production, Hq AMC, hereby certifies that in its opinion:

1. The materials or services under the contracts listed in the attached schedule are deemed essential to the national defense;

2. The contracts or subcontracts specified in the attached schedule cover materials or services which cannot be procured readily from an alternative source without prejudice to the national defense;

3. The contractor has the technical ability and the required facilities to perform;

4. No special investigation has been made of the contractor's financial condition. Reference to financial data, if any, considered in the placement and administration of the contracts in question, discloses nothing adverse to the execution of the guarantee, except as furnished herewith.

(Signature)

(Date)

This is not intended as a statement that there is absolutely no alternative source other than this contractor. The certification is founded on practical considerations. These considerations include the urgency of supply schedules, technical and plant capacity and unwillingness of other suppliers, time and expense involved in reletting all or parts of contracts (including expense of terminations for convenience and delays incident to future determinations of default), comparative prices, effect of interruptions of established subcontracting arrangements, and other pertinent practical factors.

Supporting data accompany this certificate.

(b) In cases involving small business concerns, paragraph 2 of the Certificate pertaining to alternative sources will be deleted.

(c) Supporting data will accompany the Certificate and should be sufficient to support the findings made in the Certificate. (See § 1058.206.)

(d) It is important that the processing of Certificates of Eligibility be accomplished expeditiously since delays in financing may retard contract performance. When Certificates are requested, replies will be made as promptly as possible on a priority basis. Similarly, when request is made for information to be used in support of a Certificate, reply will also be made as promptly as possible on a priority basis.

§ 1058.206 *Procedure for issuance of certificate of eligibility.* Certificates of Eligibility may be requested by the Deputy for Contract Financing, SAFFM; The Director of Accounting and Finance, DCS/C, Hq USAF; The Department of the Army, or the Department of the Navy. Ordinarily requests for Certificates and pertinent data will be made only with respect to contracts deemed of material consequence under the circumstances of a particular case.

(a) Certificates of Eligibility will be signed by one of the certifying officers designated in § 1058.203 (f) and will be forwarded by him to the requesting office.

(b) Under present arrangements, in order to expedite the collection of the necessary supporting data to support issuance of a Certificate, Federal Reserve Banks, in addition to forwarding the original application to the Federal Reserve Board, will send an information copy of the application to the Commander, AMC, attn: MCPZF, who will immediately undertake to collect the necessary data to support a Certificate of Eligibility.

(c) If a contracting officer has reason to believe that an application for a loan guarantee has been, or is about to be, filed relating to a contract or a subcontract within his cognizance he should, without awaiting a request for supporting data, initiate the completion and transmittal thereof to the Commander, AMC, attn: MCPZF. It is considered advisable in these situations for the contracting officer to inform MCPZF of the action being initiated in order to avoid duplication of effort.

(d) The financial branch (MCPZF), Hq AMC, is responsible for the collection and analysis of supporting data and for making appropriate recommendation to the certifying officer designated in § 1058.203 (f) concerning the issuance or denial of a Certificate.

(e) The chief of each buying division at Hq AMC, the director of procurement and production in each AMA, the chief of each air procurement district, the director of procurement in Hq ARDC will furnish MCPZF supporting data upon request. Any person or office in the AMA, district, or Hq ARDC who is designated to process requests for supporting data should be primarily interested in the procurement or production aspects of the matter. As noted above, the financial aspects are handled by the Federal Reserve Banks and by Hq USAF.

(f) Requests for supporting data should be handled on a priority basis and should be transmitted by the most expeditious means commensurate with a proper presentation of the pertinent facts. When electrically transmitted replies are used, confirmation by Air Mail letter should follow immediately.

(g) Unfavorable replies by air procurement districts must be concurred in by the director of procurement and production in the AMA. Unfavorable replies by ARDC centers must be concurred in by the Director of Procurement, Hq ARDC.

(h) Favorable replies may be transmitted directly to MCPZF, Hq AMC.

(i) MCPZF, when requesting supporting data, will identify the principal contracts or subcontracts involved, the items or services being procured if known, and the undelivered dollar amount of the contracts or subcontracts if known.

(j) The supporting data necessary to warrant a Certificate of Eligibility will normally consist essentially of favorable answers to the following questions:

(1) Does the Contractor have?

(i) Technical ability.

(ii) Management competence and reliability.

(iii) Plant capacity and facilities.

(2) Can the contractor reasonably be expected to perform satisfactorily if adequate financing is provided?

If the answers to 1 and 2 are not favorable a Certificate will not be issued.

(3) Can the materials or services be procured readily from an alternative source without prejudice to the national defense?

No answer to question 3 is required in the case of a small business concern.

[1] As defined in Section 702 (d) of the Defense Production Act of 1950, as amended, the term "national defense" means programs for military and atomic energy production or construction, military assistance to any foreign nation, stockpiling, and directly related activity.

As stated in the Certificate of Eligibility, § 1058.205 (a) the determination as to the availability of alternate sources in the Certificate of Eligibility is based upon giving full weight to practical considerations. It is intended that in determining whether the materials or services can be procured readily from an alternative source without prejudice to the national defense, due consideration will be given to the effect of the use of alternative sources on the established major policies affecting procurement, such as those relating to the mobilization base, and industrial dispersal. If the reletting of contracts with other sources would involve conflict with any of such policies, such reletting in conflict with any such policy would be deemed prejudicial to the national defense. In considering the practicability of alternative sources, in addition to the considerations outlined above, regard should be given to the question whether such potential alternate sources would require Government financing by progress payments, or advance payments, or Government supported financing by means of a guaranteed loan. If such financing would be required for alternative sources, such alternate sources may be fairly considered not "readily available" within the meaning of the Certificate of Eligibility.

In determining whether alternate sources are readily available without prejudice to the national defense, consideration should be given to the effect on supply schedules, and costs to the Government, if the contractor should default at a later date and be unable to perform by reason of inadequate financing.

In the case of small business concerns the fact that the particular items or services involved are being procured under or pursuant to a contract of a Military Department is considered adequate to support and require the finding that the materials or services involved are deemed essential to the national defense. This does not mean that the Certificate of Eligibility will be provided automatically for small business concerns, or that any less care and diligence will be exercised for determining eligibility for small business cases than for other cases.

(4) Is the contractor or subcontractor current in deliveries under principal existing contracts or subcontracts?

If negative, explain degree of delinquency and probable causes if known.

(5) Is the contractor or subcontractor meeting specifications on principal existing contracts or subcontracts?

If negative, explain.

(6) If answers to 4 and 5 are negative what is probability of an early recommendation for termination for default?

(7) Available information as to relation of contractor or subcontractor operations to supply schedules.

(8) Available information concerning comparative prices and an estimate of the time and expense that would be involved if reletting the contracts should become necessary.

§ 1058.207 *Follow-up procedure.* The director of procurement and production in each AF activity to whom this subpart applies will be advised by MCPZF, Hq AMC, as to the names of contractors and subcontractors located within their areas of responsibility who have loans guaranteed by the Air Force. It will be the responsibility of the director of procurement and production in each such AF activity to determine which of the contractors or subcontractors on the list should receive special production surveillance by their respective activities with emphasis on quality control and delivery problems.

3. Subpart C is deleted and a new Subpart C—Progress Payments is substituted therefor:

§ 1058.300 *Scope of subpart.* This subpart sets forth AF policy relative to authorizing provisions for progress payments and includes approved contract clauses.

§ 1058.301 *Applicability of subpart.* (a) This subpart applies to all AF personnel concerned with the approval of contract provisions for progress payments.

(b) This subpart applies to all fixed price contracts which now provide or which contemplate progress payments based upon percentage of incurred costs. It applies to letter contracts regardless of the type of definitive contract contemplated.

§ 1058.302 *Air Force policy regarding the furnishing of financial assistance to suppliers through the medium of progress payments.* (a) In all cases, whether involving formal advertising or negotiation, the need for progress payments will not be treated as a handicap in awarding contracts to qualified potential contractors who are deemed competent and capable of satisfactory contract performance. The ability of a contractor to perform a contract, including the availability of money or credit necessary for performance, must be reasonably assured in all cases. A potential contractor deemed reliable, competent, capable, and otherwise responsible is not regarded as any less responsible by reason of the need for reasonable contract financing assistance from the Air Force.

(b) An appropriate Progress Payments clause will be included in a contract upon request, subject to certain conditions as discussed below.

(c) Normal rates for progress payments are 70 percent of total incurred costs or 85 percent of direct labor and material costs, as appropriate to the contract involved. In negotiated contracts with small business concerns the normal rate is 75 percent of total cost or 90 percent of direct labor and material costs as appropriate. IFB's in advertised procurement may not discriminate in favor of any class of bidders with respect to the percentage of progress payments available under the resulting contract. Therefore, higher percentages are available to small business concerns only on negotiated contracts and in Small Business Restricted Advertising situations.

(d) Progress payments to subcontractors may be included in the base for progress payments to prime contractors only when provision therefor is made in the prime contract schedule. See § 1058.306-3. Inclusion of that clause in the prime contract will have the effect of authorizing the prime contractor to be reimbursed for 100 percent of progress payments made by him to subcontractors. If less than 100 percent reimbursement is intended, an appropriate limitation will be included in the schedule. When the clause set forth in § 1058.306-3 is used, there may be added, at the discretion of the contracting officer, the following additional paragraph:

> (c) Contractor agrees that its progress payments to subcontractors, to be included in the base for progress payments pursuant to paragraph (a) above shall be limited to those subcontracts in which there is expected to be a long lead time, approximately 6 months or more between the beginning of work and the first delivery, with subcontractors which in the opinion of the Contractor meet the standards for customary progress payments outlined in Department of Defense regulations.

The preceding paragraph may be omitted if the contractor has previously, in writing, agreed to the substance of said paragraph.

(e) Contractors are expected to use progress payments, or equivalent amounts of money, to assure the performance of the contract under which such progress payments are made.

(f) If advance payments and progress payments are included in the same contract, progress payment percentages will not exceed 70 percent of total incurred costs or 85 percent of direct labor and material costs. This paragraph is applicable regardless of the size of the contractor.

(g) Progress payments must be recouped by the Government in one form or another. The preferable method of liquidation is by delivery of the end product in accordance with the terms of the contract. Progress payments are made on the basis of incurred costs but are liquidated on the basis of delivery price. This means, absent other arrangements, that if the Air Force makes a progress payment equal to 70 percent of costs incurred by a contractor, it will withhold 70 percent of the delivery price when billed and will apply the amount withheld toward liquidation of the progress payments previously made.

(h) Cost-reimbursement contracts will not be used to avoid the standards applicable to progress payments. Progress payments based upon a percentage of physical completion will not be used in situations where progress payments are ordinarily based on costs. Progress payments based on a percentage or stage of completion will be confined to contracts for construction as defined in § 10.101-6 of this title. For all other contracts the only types of progress payment provision will be those based on costs.

(i) Progress Payment clauses are prescribed in § 1058.306.

§ 1058.303 *Definitions.* (a) "Progress payments" are payments made to contractors as work progresses under a contract, upon the basis of costs incurred under that contract. They do not include payments for: (1) Partial deliveries accepted by the Government under a contract, (2) partial payments on contract termination claims, or (3) payments made to reimburse prime contractors for deposits or advances made to subcontractors prior to performance. Deposits and advances are advance payments and must be expressly provided for in the prime contract.

(b) Progress payments are divided into two main classes—customary and unusual. The latter class is further subdivided into two classes: (1) Those which are unusual because of the percentage of incurred costs involved, and (2) those which are unusual for other reasons.

(c) "Customary Progress Payments" are payments made as work progresses under a long lead-time (as defined in this section) contract on the basis of 70 percent of total costs or 85 percent of direct labor and material costs to contractors who are known either from experience or who have been determined by pre-award survey to be (1) reliable, (2) competent, (3) capable of satisfactory performance, (4) in satisfactory financial condition, and (5) who have an adequate accounting system and controls.

(d) "Unusual Progress Payments" are (1) progress payments to contractors who do not possess all of the qualifications needed to qualify for a customary progress payment, (2) progress payments on other than long lead-time contracts, (3) on advertised contracts progress payments in excess of either 70 percent of total incurred costs or 85 percent of direct labor and material costs, as appropriate (4) on negotiated contracts with small business concerns progress payments in excess of 75 percent of total costs or 90 percent of direct labor and materials cost, or (5) on negotiated contracts with other than small business concerns progress payments in excess of 70 percent of total costs or 85 percent of direct labor and material costs, as appropriate.

(e) "Lead-time" is that period of time between the beginning of work and first delivery under a contract. "Normally approximating 6 months" has been established as a "rule-of-thumb" for distinguishing between long and short lead-time contracts.

§ 1058.304 *Approvals required.* (a) The following types of situations require prior approval of the Deputy for Contract Financing of the Assistant Secretary of the Air Force (Financial Management):

(1) Progress payments to other than a small business concern at rates in excess of 70 percent total costs or 85 percent of direct labor and material costs.

(2) Progress payments to small business concerns at rates in excess of 75 percent of total costs or 90 percent of direct labor and material costs.

(3) Deviations from this subpart or from the Progress Payment clauses prescribed in § 1058.306.

(4) Exceptional cases of any kind including those involving unusual risks.

(5) Any case in which it is desired to include a Progess Payments clause in a contract to be entered into with a company whose name appears on either of the following lists:

(i) Part 11 of the "Interservice Concurrence List" which is so designated and distributed by MCPZF to all procurement activities to whom this subpart applies.

(ii) Consolidated list of contractors indebted to the United States, (commonly known as the "hold-up-list") which will be distributed to all procurement activities to whom this subpart applies by the Contract Financing Branch, Financial Data and Collection Division, Directorate of Accounting and Finance, Hq USAF.

(b) The following types of situations require approval at Hq AMC or ARDC, as appropriate. The Commander, AMC, has delegated, with power of redelegation, to the Director of Procurement and Production, Hq AMC, his authority to approve the following types of progress payment cases. The Director of Procurement and Production, Hq AMC, has in turn, redelegated such authority to the Deputy Director/Procurement, Hq AMC, and to the Commander and Vice Commander, Hq ARDC.

(1) Cases which involve contracts or contractors which do not qualify for customary progress payments for reasons other than the percentage of progress payments requested.

(2) Cases where the company is not a small business concern and has requested a Progress Payments clause in a contract with a face value of less than $1,000,000.

(3) Companies whose names appear in Part 1 of the "Interservice Concurrence List" which is so designated and will be distributed by MCPZF to all procurement activities to whom the part applies.

(c) In negotiated contracts the contracting officer may approve inclusion of an appropriate Progress Payments clause when, in his opinion, the following conditions exist:

(1) The contract has a lead-time of approximately 6 months.

(2) The contractor has been determined through FCR System to be reliable, competent, capable of satisfactory performance, in satisfactory financial condition with an accounting system adequate for administration of the clause requested. (See paragraph (f) of this section.)

(3) In the case of a non-small business concern, the percentage of progress payments requested does not exceed 70 percent of total costs or 85 percent of direct labor and material costs as appropriate.

(4) In the case of a small business concern, the percentage requested does not exceed 75 percent of total costs or 90 percent of direct labor and material costs, as appropriate.

(5) The contract, if being placed with other than a small business concern, has a face value of $1,000,000 or more.

(d) *Indefinite quantity contracts.* For indefinite quantity contracts contemplating requisitions, delivery orders, work orders, task orders, job orders or their equivalent if the contractor qualifies for customary progress payments, the decision as to whether progress payments come within the customary category will depend upon estimates of the amount of work expected to be done, and the production lead-time expected to be necessary for the major part of the work anticipated. In such cases, provision for progress payments in an indefinite quantity contract will be deemed customary if the amounts involved, and the production lead-time will result in the substantial equivalent of a customary progress payment in the opinion of the contracting officer. The standards for unusual progress payments govern when progress payments are not of the customary type.

(e) In advertised contracts, if the contracting officer considers that (1) the period between the beginning of work and the required first production will exceed 6 months or (2) that progress payments will be useful or necessary by reason of unusual circumstances that will involve substantial accumulation of predelivery costs that may have a material impact on a contractor's working funds (including but not limited to substantial small business set asides expected to involve a relatively large predelivery accumulation of materials, purchased parts, or components), the IFB will state that upon written request by the prospective contractor, the Progress Payments clause (to be included in the IFB) set forth in § 1058.306-1 will be included in the contract at the time of award.

(f) Once the contracting officer has determined that the IFB will provide for progress payments, the bidder will not be required to demonstrate his actual need for such payments. If the bidder is eligible for award of the contract, he is eligible for the customary Progress Payments clause. If the bidder requests inclusion of a Progress Payments clause differing from that offered, his bid must be considered nonresponsive.

(g) A Facility Capability Report is required if the prospective contractor has requested a Progress Payments clause under a new contract. If the contractor is listed on the "Prior Financial Clearance List" which will be distributed quarterly by MCPZF to all procurement activities to whom this subpart applies, the FCR requested will be limited to a determination of contractor reliability and capability and an evaluation of his accounting system. If the request for inclusion of a Progress Payments clause originated from a contractor under an existing contract, the administrative contracting officer with the assistance of the financial analyst must determine the financial condition of the contractor and the adequacy of his accounting system under existing procedures. Authority to authorize a Progress Payments clause in an existing contract rests with the procurement contracting officer subject to required approvals in unusual cases. If the contractor is not performing satisfactorily or has been included on the list of contractors who are showing signs of financial deterioration (which list will be distributed monthly by MCPZF, Hq AMC, to the chief of each air procurement district and to the Director of Procurement, Hq ARDC, who will in turn see to it that the proper administrative contracting officer is informed), the administrative contracting officer should be the first person to be aware of that fact and should apprise the procuring contracting officer of the facts in forwarding the case to him for decision. The administrative contracting officer will recommend for or against inclusion of the clause and will support his recommendation with facts sufficient for a proper decision. The procuring contracting officer, in arriving at a decision must keep in mind the essentiality of the procurement, the relative cost, and the time factor involved in reprocurement at all times. The procurement contracting officer will handle the matter according to the terms of this subpart.

(h) The activity receiving the request for an FCR will follow the procedures prescribed by Part 1052 of this chapter and will submit a report to the procuring contracting officer within the time prescribed therein. The FCR will enable the contracting officer to determine whether the contractor qualifies for a customary payment.

§ 1058.305 *Procedures governing unusual progress payments.* Unusual progress payments will be approved only under exceptional circumstances and then only at minimum percentages commensurate with the contractor's production schedule requirements and minimum inventory lead-time with due regard to the contractor's projected cash needs, cash resources and their planned application. Any contractor seeking provision for an "unusual" progress payment will be required to demonstrate fully his actual need therefor with due regard for the preference for private financing including guaranteed loans. Unusual progress payments if provided will be only supplementary to private financing, including guaranteed loans, in amounts necessary for contract performance. Such cases must involve a preparatory period requiring contractor predelivery expenditures that are large in relation to the contract price and in relation to the contractor's working capital and credit. This requirement applies to existing as well as new contracts.

(a) If the progress payment is unusual because of the percentage requested, approval at Hq USAF is required before such a clause may be incorporated in a contract. Upon receipt of such a request, the contracting officer will make an appropriate recommendation through his established channels to the Commander, AMC, attn: MCPZF or through the Director of Procurement, Hq ARDC, to the Deputy Commander, Hq ARDC, as appropriate, who will decide whether to recommend the matter to Hq USAF. If it is decided to forward the matter, it will be addressed to the Procurement Policy Division, DCS/M, Hq USAF and will recommend approval of the higher rate. Such referral to Hq USAF will be limited to information necessary to an understanding of the case. The Procurement Policy Division before presenting the matter for approval at the Secretarial level (Deputy for Contract Financing—SAFFM) will formulate its recommendation and will obtain coordination of representatives of the Army, Navy, and Assistant Secretary of Defense (Comptroller). If approval is granted it will ordinarily extend to future contracts with the same contractor so that resubmission of future requests will be unnecessary unless so indicated on the initial approval or thereafter required by the approving authority after review of the contractor's current condition and circumstances.

(b) If lead-time on a contract is less than five and one-half months, inclusion of a Progress Payments clause is considered unusual and requires specific prior approval. Requests for such approval will be submitted to the Commander, AMC, attn: MCPZF, or the Deputy Commander, Hq ARDC.

(c) If the FCR is negative and the contracting officer concurs in the negative report, he will select another source. If another source is not selected and the negative portion of the FCR is not satisfactorily resolved, inclusion of a Progress Payments clause would be unusual and the matter must be submitted through established channels to the Deputy Director/Procurement, Hq AMC, or through the Director of Procurement, Hq ARDC, to the Deputy Commander, as appropriate, for decision.

(d) The matter of inclusion of a Progress Payments clause should be handled expeditiously by all echelons to avoid delay in necessary procurement. Proper channels of communication within AMC and ARDC will be established according to this subpart.

§ 1058.306 *Progress payment clauses.*

§ 1058.306-1 *Total cost clause.* The following clause is for use whenever the contract is to provide for progress payments based on a percentage of total costs.

PROGRESS PAYMENTS

Progress payments shall be made to the Contractor as work progresses, from time to time upon request in amounts approved by the Contracting Officer upon the following terms and conditions:

(a) *Computation of amounts.* (1) Unless a smaller amount is requested, each progress payments shall be (i) 70 percent of the amount of the Contractor's total costs incurred under this contract plus (ii) to the extent if any provided in the Schedule, the amount of the progress payments made by the Contractor to its subcontractors and remaining unliquidated; all less the sum of previous progress payments.

(2) The Contractor's total costs shall be reasonable, allocable to this contract, and consistent with sound and generally accepted accounting principles and practices. However, such costs shall not include (i) any costs incurred by subcontractors or suppliers, or (ii) any payments or amounts payable to subcontractors or suppliers, except for completed work (including partial deliveries) to which the contractor has acquired title and except for amounts paid or payable under cost-reimbursement or time and material subcontracts for work to which the Contractor has acquired title or (iii) costs ordinarily capitalized and subject to depreciation or amortization except for the properly depreciated or amortized portion of such costs.

(3) The amount of unliquidated progress payments shall not exceed the lesser of (i) 70 percent of the costs mentioned in (a) (1) (i) above, plus any unliquidated progress payments mentioned in item (a) (1) (ii) above, both of which are applicable only to the supplies and services not yet delivered and invoiced to and accepted by the Government, or, (ii) 70 percent of the total contract price of supplies and services not yet delivered and invoiced to and accepted by the Government less unliquidated advance payments.

(4) The aggregate amount of progress payments made shall not exceed 70 percent of the total contract price.

(5) If at any time a progress payment or the unliquidated progress payments exceed the amount permitted by this paragraph (a), the Contractor shall pay the amount of such excess to the Government upon demand.

(b) *Liquidation.* Except as provided in the clause entitled "Termination For Convenience of the Government," all progress payments shall be liquidated by deducting from any payment under this contract, other than advance or progress, the amount of unliquidated progress payments, or 70 percent of the gross amount invoiced, whichever is less. Repayment to the Government required by a retroactive price reduction will be made after recalculating liquidations and payments on past invoices at the reduced prices and adjusting the unliquidated progress payments accordingly.

(c) *Reduction or suspension.* The Contracting Officer may reduce or suspend progress payments, or liquidate them at a rate higher than the percentage stated in (b) above, or both, whenever he finds upon substantial evidence that the Contractor (i) has failed to comply with any material requirement of this contract, (ii) has so failed to make progress, or is in such unsatisfactory financial condition, as to endanger performance of this contract, (iii) has allocated inventory to this contract substantially exceeding reasonable requirement, (iv) is delinquent in payment of the costs of performance of this contract in the ordinary course of business, (v) has so failed to make progress that the unliquidated progress payments exceed the fair value of the work accomplished on the undelivered portion of this contract, or (vi) is realizing less profit than the estimated profit used for establishing a liquidation percentage in paragraph (b), if the liquidation percentage is less than the percentage stated in paragraph (a) (1).

(d) *Title.* When any progress payment is made under this contract, title to all parts; materials; inventories; work in process; special tooling as defined in the clause of this contract entitled "Special Tooling" nondurable (i. e., noncapital) tools, jigs, dies, fixtures, molds, patterns, taps, gauges, test equipment and other similar manufacturing aids not included within the definition of special tooling in such "Special Tooling" clause; and drawings and technical data (to the extent delivery thereof to the Government is required by other provisions of this contract); theretofore acquired or produced by the Contractor and allocated or properly chargeable to this contract under sound and generally accepted accounting principles and practices shall forthwith vest in the Government; and title to all like property thereafter acquired or produced by the Contractor and allocated or properly chargeable to this contract as aforesaid shall forthwith vest in the Government upon said acquisition, production or allocation. Notwithstanding that title to property is in the Government through the operation of this clause, the handling and disposition of such property shall be determined by the applicable provisions of this contract such as the Default clause and paragraph (h) of this clause; Termination for Convenience of the Government clause; and the Special Tooling clause. Current production scrap may be sold by the Contractor without approval of the Contracting Officer and the proceeds shall be credited against the costs of contract performance. With the consent of the Contracting Officer and on terms approved by him, the Contractor may acquire or dispose of property to which title is vested in the Government pursuant to this clause, and in that event, the costs allocable to the property so transferred from this contract shall be eliminated from the costs of contract performance and the Contractor shall repay to the Government (by cash or credit memorandum) an amount equal to the unliquidated progress payments allocable to the property so transferred. Upon completion of performance of all the obligations of the Contractor under this contract, including liquidation of all progress payments hereunder, title to all property (or the proceeds thereof) which had not been delivered to and accepted by the Government under this contract or which had not been incorporated in supplies delivered to and accepted by the Government under this contract and to which title has vested in the Government under this clause shall vest in the Contractor. The provisions of this contract referring to or defining liability for Government-furnished property shall not apply to property to which the Government shall have acquired title solely by virtue of the provisions of this clause.

(e) *Risk of loss.* Except to the extent that the Government shall have otherwise expressly assumed the risk of loss of property, title to which vests in the Government pursuant to this clause, in the event of the loss, theft or destruction of or damage to any such property before its delivery to and acceptance by the Government, the Contractor shall bear the risk of loss and shall repay the Government an amount equal to the unliquidated progress payments based on costs allocable to such lost, stolen, destroyed or damaged property.

(f) *Control of costs and property.* The Contractor shall maintain an accounting system and controls adequate for the proper administration of this clause.

(g) *Reports—Access to records.* Insofar as pertinent to the administration of this clause, the Contractor will (i) furnish promptly such relevant reports, certificates, financial statements, and other information as may be reasonably requested by the Contracting Officer, and (ii) give the Government reasonable opportunity to examine and verify its books, records and accounts.

(h) *Special provisions regarding default.* If this contract is terminated pursuant to the clause entitled "Default," (i) the Contractor shall, upon demand, pay to the Government the amount of unliquidated progress payments and (ii) with respect to all property as to which the Government elects not to require delivery under the clause entitled "Default," title shall vest in the Contractor upon full liquidation of progress payments, and the Government shall be liable for no payment except as provided by the "Default" clause.

(i) *Reservations of rights.* The rights and remedies of the Government provided in this clause shall not be exclusive, and are in addition to any other rights and remedies provided by law or under this contract. No payment, or vesting of title pursuant to this clause, shall excuse the Contractor from performance of its obligations under this contract, nor constitute a waiver of any of the rights and remedies of the parties under this contract. No delay or failure of the Government in exercising any right, power or privilege under this clause shall affect any such right, power or privilege, nor shall any single or partial exercising thereof preclude or impair any further exercise thereof or the exercise of any other right, power or privilege of the Government.

§ 1058.306-2 *Direct labor and material clause.* The following clause is for use whenever the contract is to provide for progress payments based on direct labor and material costs, direct labor costs only or material costs only.

PROGRESS PAYMENTS

Progress payments shall be made to the Contractor as work progresses, from time to time upon request, in amounts approved by the Contracting Officer upon the following terms and conditions:

(a) *Computation of amounts.* (1) Unless a smaller amount is requested, each progress payment shall be (i) 85 percent of the amount of the Contractor's costs incurred of direct labor and material (Note 1) only under this contract plus (ii) to the extent, if any, provided in the Schedule, the amount of progress payments made by the Contractor to its subcontractors and remaining unliquidated; all less the sum of previous progress payments.

(2) The Contractor's costs above-mentioned shall be reasonable, allocable to this contract, and consistent with sound and generally accepted accounting principles and practices. However, such costs shall not include (i) any costs incurred by subcontractors or suppliers, or, (ii) any payments or amounts payable to subcontractors or suppliers, except for completed work (including partial deliveries) to which the Contractor has acquired title, and except for amounts paid or payable under cost-reimbursement or time and material subcontracts for work to which the Contractor has acquired title, or, (iii) costs ordinarily capitalized and subject to depreciation or amortization except for the properly depreciated or amortized portion of such costs.

(3) The amount of unliquidated progress payments shall not exceed the lesser of (i) 85 percent of the costs mentioned in (a) (1) (i) above, plus any unliquidated progress payments mentioned in (a) (1) (ii) above, both of which are applicable only to the supplies and services not yet delivered and invoiced to and accepted by the Government, or (ii) (Note 2) percent of the total contract price of supplies and services not yet delivered and invoiced to and accepted by the Government, less unliquidated advance payments.

(4) The aggregate amount of progress payments made shall not exceed (Note 2) percent of the total contract price.

(5) If at any time a progress payment or the unliquidated progress payments exceed the amount permitted by this paragraph (a), the Contractor shall pay the amount of such excess to the Government upon demand.

(b) *Liquidation.* Except as provided in the clause entitled "Termination For Convenience of The Government," all progress payments shall be liquidated by deducting from any payment under the contract, other than advance or progress, the amount of unliquidated progress payments, or (Note 2) percent of the gross amount invoiced, whichever is less. Repayment to the Government required by a retroactive price reduction will be made after recalculating liquidations and payments on past invoices at the reduced prices and adjusting the unliquidated progress payments accordingly.

(c) *Reduction or suspension.* The Contracting Officer may reduce or suspend progress payments, or liquidate them at a rate higher than the percentage stated in (b) above, or both, whenever he finds upon substantial evidence that the Contractor (i) has failed to comply with any material requirement of this contract, (ii) has so failed to make progress, or is in such unsatisfactory financial condition, as to endanger performance of this contract, (iii) has allocated inventory to this contract substantially exceeding reasonable requirements, (iv) is incurring costs, whether or not of the kinds eligible for progress payments under paragraph (a) (1) above, which are higher than the respective estimated costs used for establishing the liquidation percentage in paragraph (b) above, (v) is delinquent in payment of the cost of performance of this contract in the ordinary course of business, or (vi) has so failed to make progress that the unliquidated progress payments exceed the fair value of the work accomplished on the undelivered portion of this contract.

(d) *Title.* (Same as par. (d) of "Total Costs" clause.)

(e) *Risk of loss.* (Same as par. (e) of "Total Costs" clause.)

(f) *Control of costs and property.* (Same as par. (f) of "Total Costs" clause.)

(g) *Reports—access to records.* (Same as par. (g) of "Total Costs" clause.)

(h) *Special provisions regarding default.* (Same as par. (h) of "Total Costs" clause.)

(i) *Reservations of rights.* (Same as par. (i) of "Total Costs" clause.)

NOTE: (1) Strike out "Labor and" or "and Material" if progress payments are limited to single direct cost.

(2) Insert a percentage which is to 85 percent as the amount of estimated costs forming the basis for progress payments is to the amount of the estimated total costs (§ 1058.302-(e)).

§ 1058.306-3 *Progress payments to subcontractors.* When the contractor is to be reimbursed for progress payments made to subcontractors, the following clause will be included in the schedule of the contract.

PROGRESS PAYMENTS TO SUBCONTRACTORS

(a) The Contractor shall be reimbursed in accordance with the clause entitled "Progress Payments" for all of the progress payments made by the Contractor to subcontractors under subcontract progress payment provisions which (i) are substantially similar to and as favorable to the Government as that clause (and no more favorable to the subcontractor than that clause is to the Contractor) and (ii) make all rights of the subcontractor with respect to all property to which the Government has title pursuant to the subcontract, subordinate to the rights of the Government to require delivery of such property to it in the event of default by the Contractor under this contract or in the event of the bankruptcy or insolvency of the subcontractor.

(b) The Government agrees that any proceeds received by it from property to which it has acquired title by virtue of such provisions in any subcontract shall be applied to reduce the amount of unliquidated progress payments made by the Government to the Contractor under this contract. In the event the Contractor fully liquidates such progress payments made by the Government to it hereunder and there are progress payments to any subcontractors which are unliquidated, the Contractor shall be subrogated to all the Government's rights by virtue of such provisions in the subcontract or subcontracts involved as if all such rights had been thereupon assigned and transferred to the Contractor.

§ 1058.306–4 *Progress payments clause for letter contracts.* (a) When progress payments are to be made under a letter contract, one or the other of the clauses set forth in § 1058.306–1 or § 1058.306–2 will be used, except that paragraph (a) (4) of either clause will be replaced by a provision limiting the aggregate amount of progress payments made under the letter contract to a stated amount, not exceeding 70 percent of the maximum liability of the Government under the letter contract. Separate limits may be prescribed for separate specified parts of the work.

(b) Until unit delivery billing prices are specified, § 1058.306–1 (b) or § 1058.-306–2 (b) concerning liquidation will not be operative, and will be supplemented by the additional provision set out below:

Progress payments made hereunder shall be liquidated in the following manner, unless previously liquidated pursuant to paragraph (b):

(1) If this letter contract shall be superseded by a fixed-price type contract, unliquidated progress payments made hereunder shall be liquidated by deducting the amount thereof from the first progress or other payments, which shall be made under such contract.

(2) If this letter contract shall be superseded by a cost-reimbursement type contract, progress payments made hereunder shall be liquidated by deducting the unliquidated amount thereof from the first payments which shall be made under such cost-reimbursement contract.

(3) If this letter contract shall not be superseded by a contract calling for the furnishing of all or part of the articles or services covered hereby, unliquidated progress payments made hereunder shall be liquidated by deducting the amount thereof from the amount payable under the provisions of the Termination clause for this letter contract.

(4) If this letter contract shall in part be terminated and shall in part be superseded by a contract, the unliquidated progress payments made hereunder shall be allocated by the Government for the purpose of liquidation to the terminated portion of the letter contract and to the superseding contract in such proportions as the Government shall deem to be equitable, and the part of such progress payments allocated to each shall be liquidated in accordance with the applicable provisions of subdivisions (1), (2), and (3) of this paragraph.

(5) If the method of liquidating progress payments provided above shall not result in the full liquidation thereof, "the Contractor shall forthwith pay the unliquidated balance to the Government upon demand.

(c) Any superseding definitive contract will contain appropriate provisions, carried forward from the letter contract, for liquidation of progress payments made under the preliminary instrument. When the superseding contract provides for progress payments, the Progress Payments clause will be supplemented by further provisions as follows:

The costs, previous progress payments, aggregate progress payments and unliquidated progress payments, and unliquidated progress payments, mentioned in paragraph (a) of this Progress Payments clause, include the costs incurred and progress payments made under the letter contract which has been superseded by this contract.

§ 1058.307 *Transition from old to new progress payments clauses.*

§ 1058.307–1 *Separate contracts.* To the greatest extent feasible, procurement effected after the effective date of these instructions, and involving the establishment of continuation of progress payments, will be accomplished by separate new contracts rather than by amendments of existing contracts. (See subpart K, Part 1053 of this chapter.)

§ 1058.307–2 *Existing indefinite quantity contracts.* During the specified term of existing indefinite quantity contracts (not including any extension of such term) existing progress payment provisions conforming to this subpart with regard to progress payment percentage and rate of liquidation need not be replaced, incident to new procurement under such contracts by a clause set forth herein.

§ 1058.307–3 *Supplements, amendments, and modifications.* When necessary to effect new procurement by amendment of a contract already providing for progress payments based on costs, it is not required that the amendment include a clause set forth herein if the Progress Payments clause already in the contract provides for progress payments not exceeding 70 percent of total costs or 85 percent of direct labor and material costs. Supplements, amendments, and modifications of existing contracts which increase the rate or percentage of progress payments, or enlarge the base for progress payments or reduce the rate of liquidation of progress payments, or make new provision for progress payments will conform to this subpart and in particular to §§ 1058.306–1 and 1058.306–2.

§ 1058.308 *General instruction for progress payment clauses.* The instructions below apply to the clauses set forth in §§ 1058.306–1 and 1058.306–2.

§ 1058.308–1 *Variation in percentages.* The percentages set forth in §§ 1058.306–1 and 1058.306–2 are the normal percentages for making and liquidating progress payments. Variations will be made only according to this subpart C. Lower percentages may be used in paragraph (a) (1) of either §§ 1058.306–1 and 1058.306–2.

§ 1058.308–2 *Total cost basis—percentage other than 70 percent.* If a percentage other than 70 percent is specified in paragraph (a) (1) (i) of the clause set forth in § 1058.306–1, the same percentage will be specified in paragraphs (a) (3), (a) (4) and (b) thereof.

§ 1058.308–3 *Limited cost basis—other percentages.* When the Progress Payments clause set forth in § 1058.306–2 is used, the percentage specified in paragraph (a) (1) (i) thereof will also be specified in paragraph (a) (3) (i) thereof. The percentage specified in (a) (3) (ii), (a) (4), and (b) will be a percentage which is to 85 percent as the amount of estimated costs forming the basis for progress payments is to the amount of estimated total costs of performance of the undelivered portion of the contract. This same principle will apply if a narrower cost basis, (i. e., labor only or material only) is used for progress payments.

§ 1058.308–4 *Cost basis less than direct labor and material costs.* Instead of the direct labor and material cost basis provided for in § 1058.306–2, a narrower and more limited cost basis for progress payments may be used in that clause, such as direct labor only, direct material only, or direct labor or material costs applicable only to certain specified items, or specified direct costs other than direct labor or material costs. Appropriate changes will be made in paragraph (a) (1) (i) of the clause set forth in § 1058.306–2 when a more limited cost basis is to be used. If eligible costs are to be limited to direct material costs, the words "labor and" should be deleted from paragraph (a) (1) (i); or, if eligible costs are to be limited to direct labor costs, the words "and material" should be deleted from paragraph (a) (1) (i).

§ 1058.308–5 *Other protective provisions.* When deemed reasonably necessary for the protection of the Government, the clauses set forth in §§ 1058.306–1 and 1058.306–2 may be supplemented by additional protective provisions, such as personal or corporate guarantee, subordinations or stand-bys of indebtedness, special bank accounts, and other protective covenants of the kinds outlined in item 18 of § 1058.709.

§ 1058.308–6 *Liquidation percentages.* Liquidation percentages will conform to the following: When progress payments are based on 70 percent of all costs, liquidation will be at a rate not less than 70 percent of the contract price of separate items as they are delivered. When progress payments are based on 85 percent of the costs of direct labor and material, the rate of liquidation of progress payments will be not less than 85 percent of the percentage of estimated total costs represented by the estimated costs of direct labor and material. Thus, for example, if the base for progress payments is 85 percent of the costs of direct labor and material, and if estimated costs of direct labor and material are 70 percent of total estimated costs, liquidation will be at a rate not less than 60 percent (85 x 70 rounded out) of the contract price of separate items as they are delivered.

4. Subpart D—Financial Data is deleted. A new Subpart G—Advance Payments is added as follows:

§ 1058.700 *Scope of subpart.* This subpart covers policy and procedures for approval and administration of advance payments. It applies to all AF procurement personnel.

§ 1058.701 *Nature of advance payments.* No implementation of § 3.501 of this title.

§ 1058.702 *Authority and approval requirements for advance payments.* No implementation of § 3.502 of this title.

§ 1058.703 *General limitation on authority.* No implementation of § 3.503 of this title.

§ 1058.704 *Security for advance payments.* In addition to the requirement for a special bank account as prescribed by § 3.504 of this title, additional security for advance payments, if any, will be such as is considered appropriate for the protection of the Government under the circumstances of each case. Advance payment bonds usually will not be required. Special security provisions may be required. See paragraph 18 of Appendix 1 to this subpart. See § 3.504 of this title.

§ 1058.705 *Interest on advance payments.* No implementation of § 3.505 of this title.

§ 1058.706 *Resolution of disagreements.* No implementation of § 3.506 of this title.

§ 1058.707 *Uses of advance payments.* (a) Generally, financing in the form of advance payments is least preferred. The following order of preference should generally be observed: (1) Private financing, without Government guarantee, (2) guaranteed loans, (3) progress payments, and (4) advance payments. Section 3.503 of this title provides certain exceptions to this general order of preference.

(b) Advance payments are considered useful and appropriate for:

(1) Contracts for acquisition of facilities at cost, for Government ownership.

(2) Contracts involving operations so remote from a financing institution that the financing institution could not be expected to provide suitable administration of a guaranteed loan.

(3) Contracts of such highly classified nature that the Air Force considers it undesirable for national security to permit assignment of claims under the contract.

(4) Rare but essential contracts with contractors who are unusually weak or overextended financially, if performance may be better fostered and risks of financial loss most effectively minimized by very close control of funds and supervision of performance by AF personnel.

(5) Contracts under which a financing institution will not assume a reasonable portion of the risk under a guaranteed loan.

(6) Exceptional cases in which advance payments will be more beneficial to the interests of the Government than any other available method of financing.

(c) Advance payments may be made on any type of contract, as defined in § 1.201-6 of this title.

(d) Circumstances will occur, especially on contracts with small business concerns, in which advance payments will be more beneficial to the interests of the Government and more suitable to the situation of the contractor than other methods of contract financing. If, incident to a bid or proposal, or after award of a contract, an otherwise qualified contractor is found to require advance payments, there should be no hesitation in recommending to higher authority, that advance payments be established.

(e) Where necessary and according to this subpart, advance payments may be authorized in addition to progress payments on the same contract.

§ 1058.708 *General procedure for advance payment provisions.* The term "Financial Branch" as used throughout this subpart, unless otherwise indicated, refers to the Financial Branch MCPZF, Hq AMC, or RDSKSF, Hq ARDC, as appropriate. Requests for advance payments on ARDC contracts will be forwarded by contracting officers to the Director of Procurement, Hq ARDC. Requests for advance payments on all other contracts will be forwarded by contracting officers to the Commander, AMC, attn: MCPZF. The information to be submitted is set forth in paragraph (e) of this section. Contracting officers in the Financial Branch have been delegated authority to make and administer advance payments and act as the duly authorized representatives of the Commander, AMC, or ARDC. Other contracting officers, including those exercising the functions outlined in §§ 1054.2704 through 1054.2706 of this chapter are not authorized to perform functions specifically delegated to contracting officers in the Financial Branch as indicated herein. Contracting officers must not make any direct or indirect commitments to a contractor or prospective contractor that the Air Force will make an advance payment on his contract. Inclusion of an Advance Payments clause in a contract or agreement to include such a clause may only be authorized at the Secretarial level in the Air Force.

(a) If an FCR indicates the need for an advance payment to assure performance, or if a prospective contractor requests an advance payment, the procuring contracting officer may not proceed with the procurement until approval at the Secretarial level in the Air Force is obtained. The matter should be processed through channels with an appropriate recommendation to the Financial Branch which will process the matter according to established procedures.

(b) If an administrative contracting officer receives a request for an advance payment on an existing contract or if it becomes apparent during administration of a contract that an advance payment would best serve the interest of the Government, he will make an appropriate recommendation through his normal channels to the procuring contracting officer who will add his recommendation and forward it according to this subpart.

(c) The contracting officer must ascertain whether

(1) In negotiated contracts that provisions for advance payments is in the public interest or in the interest of national defense and appears to be necessary to procure the required supplies or services.

(2) In advertised contracts that provision for advance payments will facilitate the national defense.

(d) An application for an advance payment may be in the form of a letter directed to either the administrative or procuring contracting officer as appropriate. An advance payment may also be requested as part of a response to an IFB if the IFB stated that advance payments would be available.

(e) The information to be forwarded to the Financial Branch by the contracting officer will consist of the following:

(1) The contractor's request.

(2) A statement that no other contractors which do not require advance payments are readily available to furnish the desired supplies or services upon terms satisfactory to the Government without prejudice to the national defense (not necessary if the request for advance follows award of the contract).

(3) A statement that provision for advance payment is (i) either in the public interest or in the interest of national defense or (ii) will facilitate the national defense.

(4) A statement that the materials or services are essential to the national defense.

(5) Information as to the general character and responsibility of the contractor as well as comments as to technical ability to perform under the contract.

(6) Statement regarding the existence of performance bonds.

(7) Statement whether contractor qualifies for either of the exceptions stated in § 3.503 (a) of this title.

(8) A brief description of the supplies or services being procured.

(9) Recommendation regarding charging of interest (see § 3.505 (a) of this title regarding the situations wherein waiver of interest may be approved).

(10) Effect on cost of procurement, production time, or cost of reprocurement, if advance payment is not granted.

(11) Contract or Purchase Request (UR) number.

(f) Upon receipt of the above information, the Financial Branch will arrange a meeting between the contracting officer, or his representative, the contractor, and Financial Branch personnel to discuss the contractor's financial problems. Prior to the meeting, the contractor will be requested by the Financial Branch to furnish (to the extent that such material is not already in the files of the Financial Branch) as much of the following information as is reasonably necessary to a conclusion regarding the necessity or propriety of an advance payment in the particular case:

(1) Balance Sheet and profit and loss statement for the most recent fiscal year prepared and certified by an independent public accountant (including his comments, if any), and, if available, similar financial data for the two previous years; also latest available interim balance sheet and profit and loss statement of the current fiscal year. If audited statements are not available, corresponding statements should be submitted, certified

by an authorized officer, partner, or individual proprietor as truly and fully setting forth the financial condition and operating results of the applicant; if a proprietorship or partnership, personal financial statement of proprietor or partners will be requested.

(2) Appropriate explanation and schedules to indicate: (i) Aging and collectibility of accounts and notes receivable, (ii) obsolescence of inventory and method of valuing inventory, (iii) adequacy of reserves for depreciation, (iv) aging of accounts and notes payable, including schedule of major creditors and interest rates and other charges, if any, (v) mortgages, liens, pledges, assignments, conditional sales, hypothecations and other encumbrances or security arrangements, if any, (vi) analysis of surplus, (vii) contingent liabilities (and liabilities not shown in the financial statements), if any, including those on indorsements, guarantees, warranties, surety bonds, tax assessments or deficiencies, renegotiation, contract price redetermination and material litigation pending or threatened, (viii) existing credit or financing arrangements, and (ix) such other facts as may be appropriate for adequate disclosure and understanding of the contractor's financial condition;

(3) Schedule of insurance maintained and to be maintained, especially as to inventories.

(4) Schedule of principal contracts and orders on hand, showing defense orders and commercial orders separately; bids outstanding and contemplated; explanation concerning contracts under negotiation, in addition to the contract under which advance payments are requested.

(5) Cash forecast, showing estimated disbursements and receipts for the period in which the requested advance payment is expected to be outstanding.

(6) Schedule of leases, deferred purchase arrangements, and patent or royalty arrangements, outlining terms, and indicating relationship, if any, of lessors or vendors to the applicant.

(7) Statement of compensation payable to each officer; partner, proprietor, and principal executive, and to each key employee receiving comparable compensation, including bonus, commission, and profit-sharing arrangements, together with similar data for the past 2 years.

(8) Statement of all affiliates of the contractor, showing financial interests of the contractor in affiliates and of affiliates in the contractor, and also mutual officers, directors, and major stockholders or owners, and disclosing character and amount of business transactions with affiliates; also, if a corporation, list of major stockholders, and shares held.

(9) Summary history of contractor and its principal management personnel, indicating particularly any past insolvencies of the applicant or a predecessor or of the officers, partners, or proprietors.

(10) Proposed amount of advance payments, and maximum percentage of contract price to be advanced.

(11) Name and address of bank suggested as depository for the advance payment special account.

(12) Except for contracts described in § 3.503 (a) (1) and (2) of this title, and description of efforts made to obtain private financing, including guaranteed loan.

(g) If, after consideration of all of the facts in the case, the Financial Branch considers that authority to make an advance payment should be requested, it will prepare a letter of recommendation to the Director of Procurement and Production, Hq USAF, attn: Procurement Policy Division, for the signature of The Director of Procurement, Hq ARDC or Deputy Director/Procurement or Assistant Deputy Director/Procurement, Hq AMC, as appropriate. The Director of Procurement and Production in Hq USAF will formulate a recommendation and obtain necessary coordination within the Air Staff before presenting the matter to Secretarial level (Deputy for Contract Financing (SAFFM)) for approval.

(h) If it is determined that the requested advance payment should be disapproved, the file, with the reasons for adverse determination should be forwarded to the Director of Procurement and Production, Hq USAF, attn: Procurement Policy Division.

(i) The information to be forwarded to Hq USAF in support of favorable recommendations will consist of the following:

(1) An appropriate finding and determination for signature (see § 1003.305 (a) of this chapter).

(2) A copy of the information submitted by the contracting officer pursuant to paragraph (e) of this section. Inclusion of such information without qualification signifies indorsement of such information by Hq AMC or ARDC as appropriate.

(3) A statement that no other adequate means of financing is available to the contractor is required for: (i) Nonprofit contracts with nonprofit educational or research institutions for experimental, research and development work and (ii) contracts solely for the management and operation of Government-owned plants.

(4) Expression of opinion as to adequacy of security for advance payment.

(5) Recommendation regarding an advance payment bond.

(6) The general terms of the advance and plan of liquidation if different from that provided in Standard Advance Payment clause (Appendix 2 to this subpart).

(7) Recent balance sheet, profit and loss statement (not required in advances to educational institutions).

(8) Cash flow sheet: (In advances to educational institutions, this should be limited to contract or contracts involved).

(9) If applicable, recommendation regarding waiver of interest. (See § 1003.505 (a) of this chapter).

(10) Recommendation that provision for advance payment is: (i) Either in the public interest or in the interest of national defense or ((ii) will facilitate the national defense as appropriate.

(j) After signature, the signed copy of the findings and determination will be returned to Hq AMC or ARDC as appropriate. Necessary action will then be taken to incorporate an Advance Payments clause in the contract or in a supplement thereto as appropriate.

(k) The approved form for agreement covering advance payment special bank account and approved contract provisions are set forth as Appendix 1 to this subpart.

§ 1058.708-1 *Advance payment pool agreements.* It may sometimes be in the best interests of the Government to provide advance payment financing for two or more contracts. This may be done by separate advance payments on each or by means of an advance payment pool agreement which, in brief, provides the means whereby a single advance payment may be used to finance all contracts designated therein.

(a) The authority for limitations of and requirements for approval of, advance payment pool agreement is the same as for a single contract.

(b) If it is desired to include a contract in an existing advance payment pool agreement administered by another activity, concurrence by that activity is required before the contract may be included.

(c) Upon receipt of an application for advance payments, the Financial Branch will determine whether a pool agreement would better promote the interests of the Government and whether it would be feasible to request authority to enter into such an agreement.

(d) If a contractor requests inclusion of additional contracts or supplements to existing contracts in existing pool agreements the contracting officer will forward such requests to the Financial Branch with the following information: (1) Originating office, (2) name and address of contractor, (3) contracting officer, (4) PR number, (5) amount of contract or supplemental agreement, (6) duration of contract and identity of supply or service being procured, (7) type of contract, (8) contract number assigned and (9) finance officer to make payments.

(e) Upon approval of the advance payment and receipt of authority to enter into a pool agreement, the following clause will be added to each contract which is to become part of the advance payment pool agreement:

ADVANCE PAYMENTS

Advance payments will be made for the work called for hereunder in accordance with the Findings and Authorization dated __________. Payments made pursuant to this clause shall be governed by the terms and conditions of the Advance Payment Pool Agreement dated __________, as amended; between the United States of America and __________, which agreement is hereby incorporated by reference with the same force and effect as though fully set forth herein.

(f) If an advance payment pool agreement is entered into by Hq ARDC, disbursing responsibility on all contracts in the pool will be transferred to the finance office designated by the Financial Branch.

(g) If a university is a party to an advance payment pool agreement under the terms of which all contracts of a designated class with the university are financed, no new contracts with that university will be entered into without prior clearance with the Financial Branch, Hq ARDC. If financing of such new contracts would require an increase in the amount of advance payment authorization, prior approval of Hq USAF must be obtained.

(h) Format for an advance payment pool agreement is set forth as Appendix 3 to this subpart. Each pool agreement submitted for approval will conform substantially thereto. Any deviations will be noted in the covering letter.

§ 1058.709 *Payment of advance payment moneys to contractor.* Advance payments to a contractor may be approved by a contracting officer in the Financial Branch, authorized to approve such payments. Payments approved will be immediately deposited by the contractor in the special bank account. Approved advance payments will be only in amounts sufficient to satisfy the requirements of the contractor during a limited period. Special bank account means a resticted bank account opened in the name of the contractor and earmarked "Special".

(a) Requests for advance payments will be submitted (in triplicate) periodically to the Financial Branch. Such requests will include a schedule (in triplicate) of cash requirements during the remaining period of the contract. The contractor will be advised that the first request for an advance payment must also include seven copies of a Standard Form 1034, "Public Voucher for Purchases and Service other than Personal," signed by the contractor. The request will be sent directly to the Financial Branch with a statement by the contractor that all amounts stated are reasonable and accurate and that payment is necessary.

(b) The contracting officer in the Financial Branch will examine each request, supporting schedule, and the comments of the administrative contracting officer. If satisfied that the contractor requires the amount requested and that such amount, plus sums previously advanced to the contractor, remaining unliquidated will not be in excess of the advance payments authorized under the contract, he will execute the voucher. The contracting officer will authorize the finance officer to make the advance payment covered by the voucher and will send him the executed voucher, with the original and one copy of the contractor's request.

APPENDIX 1

PART A—BANK AGREEMENT FOR SPECIAL ACCOUNT

Forms of agreement for special bank account. For all advance payments substantially the following form of agreement will be used for the special bank account or accounts:

AGREEMENT FOR SPECIAL BANK ACCOUNT

Agreement entered into this ------ day of ----------, 195--, between the United States of America, hereinafter called the Government, represented by the Contracting Officer executing this Agreement, ----------, a corporation under the laws of the State of ----------, hereinafter called the Contractor, and ----------, a banking corporation under the laws of ----------, located at ----------, hereinafter called the Bank.

RECITALS

(a) Under date of ----------, 195--, the Government and the Contractor entered into Contract(s) No. ------, or a Supplemental Agreement thereto, providing for the making of advance payments to the Contractor. Copy of such advance payment provisions has been furnished to the Bank.

(b) Said Contract or Supplemental Agreement requires that amounts advanced to the Contractor thereunder be deposited in a Special Bank Account or accounts at a member bank or banks of the Federal Reserve System or any "insured" bank within the meaning of the Act creating the Federal Deposit Insurance Corporation (Act of August 23, 1935; 49 Stat. 684, as amended; 12 U. S. C. 264), separate from the Contractor's general or other funds; and, the Bank being such a bank, the parties are agreeable to so depositing said amounts with the Bank.

(c) This Special Bank Account shall be designated ---------- ----------, ----------
(Name of contractor) (Department)
Special Bank Account.

COVENANTS

In consideration of the foregoing, and for other valuable considerations, it is agreed that:

(1) The Government shall have a lien upon the credit balance in said account to secure the repayment of all advance payments made to the Contractor, which lien shall be superior to any lien or claim of the Bank with respect to such account.

(2) The Bank will be bound by the provisions of said contract or contracts relating to the deposit and withdrawal of funds in the above Special Bank Account, but shall not be responsible for the application of funds withdrawn from said account. After receipt by the Bank of written directions from the Contracting Officer, or from the Administering Office designated in the advance payment contract mentioned above, or from the duly authorized representative of the Contracting Officer or the Administering Office, the Bank shall act thereon and shall be under no liability to any party hereto for any action taken in accordance with the said written directions. Any written directions received by the Bank through the Contracting Officer upon Department of the ---------- stationery and purporting to be signed by, or by the direction of ---------- or his duly authorized representative, shall, in so far as the rights, duties and liabilities of the Bank are concerned, be conclusively deemed to have been properly issued and filed with the Bank by the Department of the ----------.

(3) The Government, or its authorized representatives, shall have access to the books and records maintained by the Bank with respect to such Special Bank Account at all reasonable times and for all reasonable purposes, including (but without limiting the generality thereof) the inspection or copying of such books and records and any and all memoranda, checks, correspondence or documents appertaining thereto. Such books and records shall be preserved by the Bank for a period of six (6) years after the closing of this Special Bank Account.

(4) In the event of the service of any writ of attachment, levy of execution, or commencement of garnishment proceedings with respect to the Special Bank Account, the Bank will promptly notify -------------- (Administering Office).

In witness whereof the parties hereto have caused this Agreement to be executed as of the day and year first above written.

PART B—CONTRACT PROVISIONS FOR ADVANCE PAYMENTS

Advance payment provisions. Approved contract provisions for advance payments, with directions for use where appropriate, follow:

ADVANCE PAYMENT PROVISIONS

(1) *Amount of advance.* At the request of the Contractor, and subject to the conditions hereinafter set forth, the Government shall make an advance payment, or advance payments from time to time, to the Contractor. No advance payment shall be made (i) without the approval of the office administering advance payments (hereinafter called the "Administering Office" and designated in paragraph (14) (d) below) as to the financial necessity therefor; (ii) in an amount which together with all advance payments theretofore made, shall exceed the amount stated in paragraph (14) (a) below; (iii) without a properly certified invoice or invoices.

(2) *Special bank account.* Until all advance payments made hereunder, and interest charges, are liquidated and the Administering Office approves in writing the release of any funds due and payable to the Contractor, all advance payments and all other payments under the contract shall be made by check payable to the Contractor and be marked for deposit only in a Special Bank Account with the bank designated in paragraph (14) (b) below. No part of the funds in the Special Bank Account shall be mingled with other funds of the Contractor prior to withdrawal thereof from the Special Bank Account as hereinafter provided. Except as hereinafter provided, each withdrawal shall be made only by check of the Contractor countersigned on behalf of the Government by the Contracting Officer, or such other person or persons as he may designate in writing (hereinafter called the "Countersigning Agent").

When considered not reasonably necessary for the protection of the Government, the countersignature requirement may be waived for contractors who are financially strong, with good performance records and good past experience with regard to contract cost disallowances. In such cases, the following sentence may be added to paragraph (2).

Until otherwise determined by the Administering Office, countersignature on behalf of the Government will not be required.

(3) *Use of funds.* The funds in the Special Bank Account may be withdrawn by the Contractor solely for the purposes of making payments for direct materials, direct labor, and administrative and overhead expenses required for the purposes of this contract (including, without limitation, payments incident to termination for the convenience of the Government) and properly allocable thereto in accordance with generally accepted accounting principles (subject to any applicable provision of Section XV of the Armed Services Procurement Regulation), or for the purpose of reimbursing the Contractor for such payments, and for such other purposes as the Administering Office may approve in writing. Any interpretation required as to the proper use of funds shall be made in writing by the Administering Office.

In the case of a cost-reimbursement contract, insert the following paragraph instead of paragraph (3) above.

(3) *Use of funds.* The funds in the Special Bank Account may be withdrawn by the Contractor solely for the purposes of making payments for items of allowable cost as defined in Article ---------- of this contract, or to reimburse the Contractor for such items of allowable cost, and for such other purposes as the Administering Office may approve in writing. Any interpretation required as to

the proper use of funds shall be made in writing by the Administering Office.

(4) *Return of funds.* The Contractor may at any time repay all or any part of the funds advanced hereunder. Whenever so requested in writing by the Administering Office, the Contractor shall repay to the Government such part of the unliquidated balance of advance payments as shall in the opinion of the Administering Office be in excess of current requirements, or (when added to total advances previously made and liquidated) in excess of the amount, percentage of the contract price or estimated cost as the case may be, specified in paragraph 14 (a). In the event the Contractor fails to repay such part of the unliquidated balance of advance payments when so requested by the Administering Office, all or any part thereof may be withdrawn from the Special Bank Account by checks payable to the Treasurer of the United States signed solely by the Countersigning Agent and applied in reduction of advance payments then outstanding hereunder.

(5) *Liquidation.* If not otherwise liquidated, the advance payments made hereunder and interest charges, if any, shall be liquidated as herein provided. When the sum of all payments under this contract, other than advance payments, plus the unliquidated amount of advance payments and interest charges are equal to (______ percent) of the stated contract price of $______, or such lesser amount to which the contract price may have been reduced, plus (i) increases, if any (not resulting from any provisions for price redetermination or escalation), in the above stated contract price not exceeding, in the aggregate $______________

(Insert here not
----
more than 10 percent of stated contract
------------, and (ii) all increases in con-
price above)

tract price resulting from any provision for price redetermination or escalation, the Government shall thereafter withhold further payments to the Contractor and apply the amounts withheld against the Contractor's obligation to repay such advance payments and interest charges until such advance payments and interest charges shall have been fully liquidated. If upon completion or termination of the contract all advance payments and interest charges have not been fully liquidated, the balances thereof shall be deducted from any sums otherwise due or which may become due to the Contractor from the Government, and any deficiency shall be paid by the Contractor to the Government upon demand.

The percentage stated above should not be more than 95 percent. In appropriate cases, where more rapid liquidation is desirable, the following sentence may be inserted at the beginning of paragraph (5), with the same percentage specified as that stated in paragraph 14 (a):

To liquidate the principal amount of any advance payment made to the Contractor hereunder, there shall be deductions of ____ percent from any and all payments made by the Government under the contracts involved.

In case of a cost reimbursement contract, insert the following paragraph:

(5) *Liquidation.* If not otherwise liquidated, the advance payments made hereunder and interest charges, if any, shall be liquidated as herein provided. When the sum of all payments under this contract, other than advance payments, plus the unliquidated amount of advance payments and interest charges are equal to the total estimated cost of $______ for the work under this contract (not including fixed fee, if any), or such lesser amount to which the total estimated cost under this contract may have been reduced, plus increases, if any, in this total estimated cost not exceeding, in the aggregate, $________________________

(Insert not more than 10 per-
----
cent of estimated costs stated above)

(including, without limitation, reimbursable costs incident to termination for the convenience of the Government as estimated by the Contracting Officer), the Government shall thereafter withhold further payments to the Contractor and apply the amounts withheld against the Contractor's obligation to repay such advance payments and interest charges, until such advance payments and interest charges shall have been fully liquidated. If upon completion or termination of the contract all advance payments and interest charges have not been fully liquidated, the balances thereof shall be deducted from any sums otherwise due or which may become due to the Contractor from the Government, and any deficiency shall be paid by the Contractor to the Government upon demand.

(6) *Interest charge.* If required in paragraph (14) (c) below and at the rate therein specified, the Contractor shall pay interest to the Government upon the daily unliquidated balance of advance payments made under this contract. If the full amount of such interest is not paid by deduction or otherwise upon the completion or termination of this contract, the deficiency shall be paid by the Contractor to the Government upon demand. Interest at the rate specified in paragraph (14) (c) shall be computed at the end of each calendar month on the average daily balance of the principal of the advance payments outstanding. In determining such balance, (i) charges on account of the advance payments to the Contractor shall be made as of the date of the checks therefor, and (ii), credits arising from deductions from payments to the Contractor shall be made as of the date of issue of the checks for such payments.

For cost-reimbursement contracts, use, instead of (ii) above: (ii) credits resulting from deductions from cost reimbursements shall be made upon the approval of the vouchers by the Disbursing Officer, as of the dates respectively upon which the contractor presents to the Contracting Officer or his duly authorized representative full and accurate data for the preparation of each such voucher, which date shall as to each such voucher be certified by the Contracting Officer or his duly authorized representative. Also, in determining such balance, credits arising from cash repayments to the Government by the Contractor shall be made as of the date the checks therefor are received by the Disbursing Officer. As soon as such monthly computations shall have been made, the interest charge so determined shall be deducted from any payments otherwise due to the Contractor under the contracts on which advance payments have been made. For cost-plus-fixed-fee contracts, use the following, instead of the next preceding sentence: As soon as such monthly computations shall have been made, the interest charge so determined shall be deducted from any payments on account of the fixed fee which may be made to the Contractor from time to time under this Contract. In the event the accrued interest exceeds any such payment, the excess of such interest shall be carried forward and deducted from subsequent payments on account of the contract price or fixed fee as the case may be. The interest shall not be compounded, and shall, subject to the provisions of paragraph (11) hereof, cease to accrue with respect to each contract upon which advance payments are outstanding hereunder, upon termination of such contract for other than the fault of the Contractor, or upon the date found by the Contracting Officer to be the date upon which the Contractor completed his performance under the contract.

(7) *Bank agreement.* Before an advance payment is made hereunder, the Contractor shall transmit to the Administering Office, in the form prescribed by such office, an Agreement in triplicate from the bank in which the Special Bank Account is established, clearly setting forth the special character of the account and the responsibilities of the bank thereunder. Wherever possible, such bank shall be a member bank of the Federal Reserve System, or an "insured" bank within the meaning of the Act creating the Federal Deposit Insurance Corporation (Act of August 23, 1935, 49 Stat. 684, as amended; 12 U.S.C. 264).

(8) *Lien on special bank account.* The Government shall have a lien upon any balance in the Special Bank Account paramount to all other liens, which lien shall secure the repayment of any advance payments made hereunder together with interest charges thereon.

(9) *Lien on property under contract.* Any and all advance payments made under this contract, together with interest charges thereon, shall be secured, when made, by a lien in favor of the Government, paramount to all other liens, upon the supplies or other things covered by this contract and on all material and other property acquired for or allocated to the performance of this contract, except to the extent that the Government by virtue of any other provision of this contract, or otherwise, shall have valid title to such supplies, materials, or other property as against other creditors of the Contractor. The Contractor shall identify by marking or segregation all property which is subject to a lien in favor of the Government by virtue of any provision of this contract in such a way as to indicate that it is subject to such lien and that it has been acquired for or allocated to the performance of this contract. If for any reason such supplies, materials, or other property are not identified by marking or segregation, the Government shall be deemed to have a lien to the extent of the Government's interest under this contract on any mass of property with which such supplies, materials, or other property are commingled. The Contractor shall maintain adequate accounting control over such property on its books and records. If at any time during the progress of the work on the contract it becomes necessary to deliver any item or items and materials upon which the Government has a lien as aforesaid to a third person, the Contractor shall notify such third person of the lien herein provided and shall obtain from such third person a receipt, in duplicate, acknowledging, inter alia, the existence of such lien. A copy of each receipt shall be delivered by the Contractor to the Contracting Officer. If this contract is terminated in whole or in part and the Contractor is authorized to sell or retain termination inventory acquired for or allocated to this contract, such sale or retention shall be made only if approved by the Contracting Officer, which approval shall constitute a release of the Government's lien hereunder to the extent that such termination inventory is sold or retained, and to the extent that the proceeds of the sale, or the credit allowed for such retention on the contractor's termination claim, is applied in reduction of advance payments then outstanding hereunder.

(10) *Insurance.* The Contractor represents and warrants that it is now maintaining with responsible insurance carriers, (i) insurance upon its own plant and equipment against fire and other hazards to the extent that like properties are usually insured by others operating plants and properties of similar character in the same general locality; (ii) adequate insurance against liability on account of damage to persons or property; and (iii) adequate insurance under all applicable workmen's compensa-

tion laws. The Contractor agrees that, until work under this contract has been completed and all advance payments made hereunder had been liquidated, it will (i) maintain such insurance; (ii) maintain adequate insurance upon any materials, parts, assemblies, sub-assemblies, supplies, equipment and other property acquired for or allocable to this contract and subject to the Government lien hereunder; and (iii) furnish such certificates with respect to its insurance as the Administering Office may from time to time require.

(11) *Default provisions.* Upon the happening of any of the following events of default, (i) termination of this contract by reason of fault of the Contractor (ii) a finding by the Administering Office that the Contractor (a) has failed to observe any of the covenants, conditions or warranties of these provisions or has failed to comply with any material provision of this contract, or (b) has so failed to make progress, or is in such unsatisfactory financial condition, as to endanger performance of this contract, or (c) has allocated inventory to this contract substantially exceeding reasonable requirements, or (d) is delinquent in payment of taxes or of the costs of performance of this contract in the ordinary course of business; (iii) appointment of a trustee, receiver or liquidator for all or a substantial part of the Contractor's property, or institution of bankruptcy, reorganization, arrangement or liquidation proceedings by or against the contractor; (iv) service of any writ of attachment, levy of execution, or commencement of garnishment proceedings with respect to the Special Bank Account; or (v) the commission of an act of bankruptcy; the Government, without limiting any rights which it may otherwise have, may, in its discretion and upon written notice to the Contractor, withhold further withdrawals from the Special Bank Account and withhold further payments on this contract. Upon the continuance of any such events of default for a period of thirty (30) days after such written notice to the Contractor, the Government may, in its discretion, and without limiting any other rights which the Government may have, take the following additional actions as it may deem appropriate in the circumstances; (a) withdraw all or any part of the balance in the Special Bank Account by checks payable to the Treasurer of the United States signed solely by the Countersigning Agent and apply such amounts in reduction of advance payments then outstanding hereunder and in reduction of any other claims of the Government against the Contractor; (b) charge interest on advance payments outstanding during the period of any such event of default at the rate of six percent (6%) per annum; (c) demand immediate repayment of the unliquidated balance of advance payments hereunder; or (d) take possession of and, with or without advertisement, sell at public sale at which the Government may be the purchaser, or at a private sale, all or any part of the property on which the Government has a lien under this contract and, after deducting any expenses incident to such sale, apply the net proceeds of such sale in reduction of the unliquidated balance of advance payments hereunder and in reduction of any other claims of the Government against the Contractor.

(12) *Prohibition against assignment.* Notwithstanding any other provision of this contract, the Contractor shall not transfer, pledge, or otherwise assign this contract, or any interest therein, or any claim arising thereunder, to any party or parties, bank, trust company or other financing institution.

(13) *Information—access to records.* The Contractor shall furnish to the Administering Office signed or certified balance sheets and profit and loss statements monthly, or at such other intervals as may be required, together with a monthly report on the operation of the Special Bank Account in prescribed form, and such other information concerning the operation of the Contractor's business as may be requested. The Contractor shall afford to authorized representatives of the Government proper facilities for inspection and audit of the Contractor's books, records and accounts.

(14) *Designations and determinations.*

(a) *Amount.* The aggregate amount of the advance payments to be made hereunder (less the aggregate amounts repaid or withdrawn pursuant to paragraph (4)) shall not exceed $______, or ______ percent of the contract price (which is now $______), as it may be amended, whichever shall be the smaller. For cost-reimbursement contracts, insert the following: (a) Amount. The aggregate amount of the advance payments to be made hereunder (less the aggregate amounts repaid or withdrawn pursuant to paragraph (4)) shall not exceed $______, or ______ percent of the estimated cost of this contract (exclusive of the Contractor's fixed fee), as such cost may be amended from time to time, whichever shall be the smaller.

(b) *Depository.* The bank designated for the deposit of payments made hereunder shall be __________.

(c) *Interest charge.* Interest shall be charged in the manner provided herein at the rate of five percent per annum.

In the case of advance payments made without interest, insert the following:

No interest shall be charged for advance payments made hereunder, except as provided for in paragraph (11) (b). The contractor shall charge interest at the rate of five percent per annum on subadvances or down payments to subcontractors, and such interest will be credited to the account of the Government. However, interest need not be charged on subadvances on nonprofit subcontracts with nonprofit educational or research institutions for experimental, research or development work.

(d) *Administering Office.* The office administering advance payments is designated as __________.

(15) *Other security.* The terms of this contract shall be considered adequate security for advance payments hereunder, except that if at any time the Administering Office deems the security furnished by the Contractor to be inadequate, the Contractor shall furnish such additional security as may be satisfactory to the Administering Office, to the extent that such additional security is available.

(16) *Representations and warranties.* To induce the making of the advance payments, the Contractor represents and warrants that:

(a) The balance sheet, the profit and loss statement and any other supporting financial statements, heretofore furnished to the Administering Office, fairly reflect the financial condition of the Contractor at the date shown on said balance sheet and the results of the operation for the period covered by the profit and loss statement, and since said date there has been no materially adverse change in the financial condition of the Contractor.

(b) No litigation or proceedings are presently pending or threatened against the Contractor, except as shown in the above statement.

(c) The Contractor, apart from liability resulting from the renegotiation of defense production contracts, has no contingent liabilities not provided for or disclosed in the financial statements furnished to the Administering Office.

(d) None of the provisions herein contravenes or is in conflict with the authority under which the Contractor is doing business or with the provision of any existing indenture or agreement of the Contractor.

(e) The Contractor has the power to enter into this contract and accept advance payments hereunder, and has taken all necessary action to authorize such acceptance under the terms and conditions of this contract.

(f) None of the assets of the Contractor is subject to any lien or encumbrance of any character except for current taxes not delinquent, and except as shown in the financial statements furnished by the Contractor to the Administering Office. There has been no assignment of claims under any contract affected by these advance payment provisions, or if there has been any assignment, such assignments have been terminated.

(g) All information furnished by the Contractor to the Adminstering Office in connection with each request for advance payments is true and correct.

(h) These representations and warranties shall be continuing, and shall be deemed to have been repeated by the submission of each invoice for advance payments.

(17) *Sub-advances.* Substantially the following provision should be included in the contract when sub-advances are contemplated:

Subject to the prior written approval of the Administering Office, funds from the Special Bank Account may be used by the Contractor to make advance payments or down payments to subcontractors and materialmen in advance of performance by the subcontractor or materialman. Such sub-advances shall not exceed ______ percent of the subordinate price or estimated cost as the case may be, and the subcontractors or materialmen to whom such advances are made shall furnish adequate security therefor. Unless other security is required by the Administering Office, covenants in subcontracts, expressly made for the benefit of the Government providing for a Special Bank Account for the sub-advance, with Government lien thereon, and providing for a Government lien, paramount to all other liens, on all property under such subcontract, and imposing upon the subcontractor and the depository bank substantially the same duties and giving the Government substantially the same rights as are provided herein (and in the Agreement for Special Bank Account supplementary hereto) between the Government, the Contractor and the Bank, may be considered as adequate security for such sub-advance.

(18) *Covenants.* The following are examples of some special protective provisions (subject to modification to adapt to the circumstances of individual cases) that may be utilized when and to the extent deemed appropriate in particular cases.

During the period of time that advance payments may be made hereunder, and so long as any such advance payments remain unliquidated, the contractor shall not, without the prior written consent of the Administering Office—

(a) Mortgage, pledge, or otherwise encumber, or suffer to be encumbered, any of the assets of the contractor now owned or hereafter acquired by it, or permit any preexisting mortgages, liens, or other encumbrances to remain on or attach to any assets of the Contractor which are allocated to the performance of this contract and with respect to which the Government has a lien hereunder;

(b) Sell, assign, transfer or otherwise dispose of accounts receivable, notes or claims for money due or to become due;

(c) Declare or pay any dividends, except dividends payable in stock of the corporation, or make any other distribution on account of any shares of its capital stock, or purchase, redeem, or otherwise acquire for value any such stock, except as required by sinking fund or redemption arrangements reported to the Administering Office incident to the establishment of these payment provisions;

(d) Sell, convey or lease all or a substantial part of its assets;

(e) Acquire for value the stock or other securities of any corporation, municipality, or Governmental authority, except direct obligations of the United States;

(f) Make any advance or loan to or incur any liability as guarantor, surety, or accommodation endorser for any other firm, person, or corporation;

(g) Permit a writ of attachment or any similar process to be issued against its property without procuring release thereof or bonding the same within 30 days after the entry of the writ of attachment or any similar process;

(h) Pay any salaries, commissions, bonuses, or other remuneration in any form or manner to its directors, officers, or key employees in excess of existing rates of payments or of rates provided in existing agreements, in connection with which notice has been given to the Administering Office, or accrue such excess remuneration without first obtaining an agreement subordinating the same to all claims of the Government hereunder, or employ any person at a rate of compensation in excess of $------ per annum;

(i) Make any substantial change in management, ownership, or control of the corporation;

(j) Merge or consolidate with any other firm or corporation, change the type of its business or engage in any transaction outside the ordinary course of its business as presently conducted;

(k) Deposit any of its funds except in a bank or trust company insured by the Federal Deposit Insurance Corporation;

(l) Create or incur indebtedness for borrowed money or advances other than advances to be made hereunder, except as specified herein;

(m) Make or covenant itself to make capital expenditures exceeding in the aggregate $------;

(n) Permit its net current assets, calculated in accordance with generally accepted accounting principles, to become less than $------; or

(o) Make any payments on account of the obligations listed below, except in the manner and to the extent herein provided.

APPENDIX 2 [RESERVED]

APPENDIX 3 [RESERVED]

5. Subpart I—Financial Data is added as follows:

§ 1058.900 *Scope of subpart.* This subpart sets forth the procedures necessary to provide AF procurement activities with financial data service to determine ability of contractors to perform under AF contracts with or without Government financial assistance.

§ 1058.901 *Applicability of subpart.* This subpart applies to the Directorate of Procurement and Production, Hq AMC, AMC field procurement activities, and ARDC.

§ 1058.902 *Responsibilities.* (a) The Director of Procurement and Production in each AMA will obtain necessary financial information as described in § 1058.903 from contractors doing business with the Air Force and on a company for which a Facility Capability Report is being completed when adequate data is not available from published sources. For purposes of this part, Hq ARDC will be considered as an AMA in obtaining financial information from contractors considered to be research organizations rather than commercial companies. The AMA requesting financial information will maintain followup to insure prompt receipt of current data as needed. An original or a signed copy of each item of financial data should be forwarded by the AMA to the Commander AMC, attn: MCPZF, as soon as received from companies or from internal AF sources.

(b) Buyers, price analysts, or others at Hq AMC will not make requests for financial data direct to contractors or prospective contractors. They will, however, anticipate the need for such data where an FCR is not required, and will advise Financial Branch (MCPZF) accordingly. If MCPZF does not have the required financial data, it will notify the director of procurement and production in the cognizant AMA of its requirements. The AMA will provide or will direct the appropriate air procurement district to provide the information requested.

(c) Personnel other than at Hq AMC requiring financial data will submit requests to the director of procurement and production in the AMA within whose geographical boundary the home office of the contractor is located.

(d) The AMA's may request a division of a company to obtain necessary financial data from the home office of the company, if needed, for completion of an FCR and time is of essence.

(e) Personnel at Hq AMC, who receive financial data direct, will upon receipt:

(1) Forward the data to MCPZF if they do not have immediate need for it.

(2) Advise MCPZF of the receipt of the data, describing it and advising when it will be forwarded.

(f) Personnel other than at Hq AMC receiving financial information will forward the data to the director of procurement and production in the appropriate AMA.

(g) The director of procurement and production in each AMA will establish procedures for exercising financial surveillance over AF contractors located within the geographical limits of the AMA to detect signs of serious financial deterioration which might endanger production under AF contracts and result in monetary loss to the Government. To avoid these hazards to the maximum extent possible, affirmative constructive measures must be developed and used to assure that maximum assistance within the power of the Air Force to overcome the difficulty will be given in a timely manner. (See §§ 1058.101, 1058.104 and 1058.105.) The production and contract divisions in the district and plant offices will promptly inform the cognizant financial section of any production difficulties which might result in financial deterioration and assist in the development of the constructive measures referred to in this section. Necessary assistance in developing a coordinated constructive program may be obtained from any source including the contractor. Any information developed by the financial section will be properly analyzed and promptly transmitted to the contracting officer having prime contract administrative responsibility.

(h) The AMA will maintain a list of contractors under its jurisdiction which show signs of serious financial deterioration. A quarterly report on each of these contractors will be submitted as of the end of each January, April, July and October by the director of procurement and production in the AMA to the Commander, AMC, attn: MCPZF so as to reach Hq AMC not later than the 15th of the following month. One copy of the report will be furnished to the chief of each air procurement district in which a company on the list is located. If an administrative contracting officer is currently administering a contract with a contractor whose name appears on the report, he should be advised immediately of the contents of the report with respect to that company. This report, at a minimum, will set forth: (1) The nature of the deterioration which caused the company to be placed under special surveillance, (2) factors causing the deterioration, (3) subsequent changes, if any, in the condition, (4) significant trends and changes in the financial position of each contractor, and (5) constructive measures initiated or contemplated to assist the contractor and to protect the interest of the Government. If no constructive steps are currently contemplated, the report will so indicate and will be properly supported. The list will be classified "Confidential—Modified Handling." Reports Control Symbol AMC-N31 authorizes the preparation and submission of this report.

§ 1058.903 *Obtaining financial data.* (a) Normal cases: To determine the financial condition of contractors who have been awarded contracts, each AMA will request contractors to submit the information set forth in this section. When possible, arrangements will be made for the automatic forwarding of such information without the necessity for periodic requests. The AMA will also request prospective contractors to furnish as much of the following information as is required for an evaluation of the financial condition of the prospective contractor:

(1) Fiscal year-end financial statements, in duplicate, including at least a balance sheet (with auditor's notes, if available), operating statements, surplus reconciliation, and backlog of unbilled orders subdivided as to the Government (by agencies) and other. Certified financial reports should be furnished complete. Audited statements are preferred. If unaudited, they should be authenticated by an officer of the company.

(2) Interim financial statements, in duplicate, including balance sheet, operating statement, surplus reconciliation, and backlog of unbilled orders, as above, signed by a responsible officer of the company. The decision as to what interim statements are required is a matter of judgment depending upon the situation. Interim statements will not normally be required more often than every 90 days. If the contractor regularly publishes interim statements on a quarterly basis, such statements are usually acceptable. In exceedingly weak cases, monthly financial statements may be required.

With unusually strong companies, semiannual or annual statements may be sufficient.

(b) Special cases: If a contractor or a prospective contractor either has limited working capital or shows evidence of serious financial weakness, the following additional information will be requested in duplicate from such contractor by the AMA when completing a facility Capability Report:

(1) A cash flow sheet showing beginning working capital and estimated disbursement and receipts for the life of the proposed contract. The cash flow sheet should give effect to the recoupment of progress payments if the cash forecast is based upon receipt of such payments.

(2) Statement of how the proposed contract will be financed.

(3) If the contract will be financed by introduction of new capital into the company, a balance sheet reflecting such additional capital.

(4) If the contract will be financed by borrowing or additional borrowing from a bank, a bank agreement or letter from the bank stating that it will loan a specific amount or that it will furnish working capital sufficient for the performance of proposed contract. (This letter is not to require a commitment fee.)

(5) If the contract will be financed by a financial guarantee from an individual or from a parent company, affiliated company, or any other company, a letter from the individual or from the company (signed by an officer of the company, stamped with the corporate seal, and notarized by a notary public), together with current balance sheet of company making the guarantee. If a guarantee is made by a corporation, a certified resolution of the board of directors authorizing the corporation to make such a guarantee and disclosing the authority of the officer signing in behalf of the corporation, so obligate the corporation, should be furnished. (See § 1058.904.)

(6) If a newly organized company, a copy of the incorporation papers, and a balance sheet reflecting amount of paid-in capital.

(7) Name of parent company, if any, and list of subsidiaries or affiliates, if any.

(8) In addition to the above information, the AMA may, prior to granting financial clearance, require a statement in writing from the proposed contractor that it will furnish fiscal and interim financial statements acceptable to the Air Force during the life of the contract. Fiscal year-end statements in such cases will be furnished within 90 days after the close of the fiscal year and interim statements should be furnished within 30 days after the close of the interim period. The required frequency of interim statements will be determined according to paragraph (a) (2) of this section and will be made known to the proposed contractor for inclusion in its letter. The action authorized by this subparagraph normally will be taken by the AMA upon determination that close surveillance will be required while contracts are outstanding and where the proposed contractor does not publish financial statements adequate for such surveillance.

(c) Any of the financial statements indicated in this section requested of a contractor will be specified in a letter to the contractor, whether or not oral discussions were held with him for the specific items needed.

§ 1058.904 *Access to records.* If a company has an active contract providing for progress payments or advance payments, the company has a contractual obligation to furnish financial statements and other collateral information. See paragraph (g) of Progress Payment clause and paragraph (13) of the Advance Payments clause.

§ 1058.905 *Financial guaranties.* Agreements to provide financial assistance, performance guaranties, and subordination agreements will be reviewed for financial adequacy and legal sufficiency before granting financial clearance. Certain AFPI forms (see § 1058.906) have been approved by the Staff Judge Advocate (MCJ), Hq AMC, for use in cases requiring subordination and/or guaranty agreements that will be effective with respect to pending contracts or that may be entered into at a later date. Any deviations from such AFPI forms or use of a guaranty agreement presently drawn for use by a corporate guarantor by individual or a partnership guarantor, must be approved by the AMA staff judge advocate. The AMA staff judge advocate's written approval will be affixed thereto, preferably on a separate sheet. Each guaranty agreement will be supported by a current financial statement of the guarantor.

§ 1058.906 *Records and forms.* (a) Full use will be made of all financial data obtained. Minimum information common to all companies will include a continuous historical record of cash, current assets, current liabilities, working capital, net worth, sales, profit, and backlog. Additional information and analyses will be developed as individual cases require: ratio studies, trend studies, net worth analyses, "break-even" studies, and statements of source and application of funds frequently strengthen the basis for a decision on financial capability.

(b) AFPI Form 32, "Financial Data Record," and AFPI Form 33, "Memorandum for Credit Files," will be used by the Financial Branch, Hq AMC, and by the AMA's for recording financial data obtained according to this subpart.

(c) AFPI Form 67, "Subordination Agreement (Applicable to One Government Contract)," AFPI Form 67A, "Subordination Agreement (Applicable to More Than One Government Contract)," AFPI Form 68, "Guaranty Agreement for Corporate Guarantor (Applicable to One Government Contract)," and AFPI Form 68A, "Guaranty Agreement for Corporate Guarantor (Applicable to More Than One Government Contract)," will be used as required.

§ 1058.907 *Financial files.* Complete financial files on all AF contractors will be maintained by MCPZF, Hq AMC. Only one other complete financial file on any contractor will be maintained within an AMA.

§ 1058.908 *Fiscal clearance.* The foregoing procedures will not operate to conflict with the procedures pertaining to fiscal matters provided in Subpart A, Part 1052 of this chapter, covering Facility Capability Reports.

§ 1058.909 *Bureau of Budget clearance.* Bureau of Budget Clearance No. 21-R033.4 which expires February 15, 1960 has been assigned to requests for financial data within the scope of this subpart.

(Sec. 8012, 70A Stat. 488; 10 U. S. C. 8012. Interpret or apply Secs. 2301-2314, 70A Stat. 127-133; 10 U. S. C. 2301-2314)

[SEAL] CHARLES M. MCDERMOTT,
Colonel, United States Air Force, Deputy Director of Administrative Services.

[F. R. Doc. 58-10599; Filed, Dec. 23, 1958; 8:51 a. m.]

Chapter XIV—The Renegotiation Board

Subchapter B—Renegotiation Board Regulations Under the 1951 Act

PART 1453—MANDATORY EXEMPTIONS FROM RENEGOTIATION

RAW MATERIALS

Section 1453.2 (b) is amended by making the following changes in the list following subparagraph (3):

1. Change the entry pertaining to columbium to read as follows:

Columbium (niobium) ore, concentrate and oxide; columbium double fluoride; crude columbium carbide; and columbium in the form of powder, pellet, granule, bar and ingot; ferro-columbium and ferro-columbium-tantalum.

2. After "nickel metal powder", insert a new entry as follows:

Niobium—see Columbium.

3. Change the entry pertaining to tantalum to read as follows:

Tantalum ore, concentrate and oxide; tantalum double fluoride; crude tantalum carbide; and tantalum in the form of powder, granule, pellet, bar and ingot; ferro-tantalum and ferro-tantalum-columbium.

(Sec. 109, 65 Stat. 22; 50 U. S. C. App. 1219)

Dated: December 19, 1958.

THOMAS COGGESHALL,
Chairman.

[F. R. Doc. 58-10620; Filed, Dec. 23, 1958; 8:55 a. m.]

PART 1455—PERMISSIVE EXEMPTIONS FROM RENEGOTIATION

"STOCK ITEM" EXEMPTION

Section 1455.6 *Subcontracts as to which it is not administratively feasible to segregate profits* is amended as follows:

a. Paragraph (b) is amended by deleting from the caption "January 1, 1959" and inserting in lieu thereof "July 1, 1959."

b. Paragraph (b) is further amended by deleting "January 1, 1959" and inserting in lieu thereof "July 1, 1959."

(Sec. 109, 65 Stat. 22; 50 U. S. C. App. 1219)

Dated: December 19, 1958.

THOMAS COGGESHALL,
Chairman.

[F. R. Doc. 58-10619; Filed, Dec. 23, 1958; 8:54 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

Subchapter A—Meat Inspection Regulations

PART 27—IMPORTED PRODUCTS

INSPECTION, MOVEMENT PRIOR TO INSPECTION, SEALING OR OTHER IDENTIFICATION

On October 14, 1958, there was published in the FEDERAL REGISTER (23 F. R. 7927) a notice of proposed amendment of § 27.9 of the Meat Inspection Regulations (9 CFR 27.9). After due consideration of all relevant matters, and pursuant to the authority conferred by section 306 of the Tariff Act of 1930 (19 U. S. C. 1306), the provisions in Part 27 of the Meat Inspection Regulations (9 CFR Part 27, as amended) are hereby amended as follows:

1. Section 27.8 is amended by changing paragraphs (k) and (o) of said section to read, respectively:

(k) No product required by this part to be inspected shall be moved, prior to inspection, from the port of first arrival in the United States, or, if arriving by water, from the wharf where unloaded, unless the same is conveyed in cars, trucks, or other vehicles, sealed in compliance with § 27.9, or in packages corded and sealed or otherwise identified in accordance with said section.

(o) Division inspectors or Customs officers at border or seaboard ports will report the sealing of cars, trucks, or other vehicles, and the sealing or identification of packages of foreign product, on Form MI 410-4 or Form MI 410-5, to Division inspectors in charge at points where such product is to be inspected.

2. Section 27.9 is amended by changing paragraph (a) of said section to read:

(a) (1) Cars, trucks, other vehicles, or packages in which any product is conveyed in accordance with this part, prior to inspection, from the port of first arrival in the United States, or, if arriving by water, from the wharf where unloaded, shall be sealed with Customs seals or special import-meat seals of the Department of Agriculture, or, in the case of packages, otherwise identified as provided for in this section. Packages shall be securely corded before being offered for sealing. Import-meat seals shall be affixed by Division inspectors unless there is no Division inspector assigned at such port or wharf where the product is entered, in which case the seals shall be affixed by Customs officers.

(2) In lieu of cording and sealing packages, the carrier or importer may furnish and attach to each package of product a warning notice on bright yellow paper, not less than 5 by 8 inches in size, containing the following legend in black type of a conspicuous size:

(Name of Truck Line or Carrier)

NOTICE

This package of meat or meat product must be delivered intact to an inspector of the Meat Inspection Division, U. S. Department of Agriculture.

WARNING

Failure to comply with these instructions will result in penalty action being taken against the holder of the Customs entry bond.

If the product is found to be acceptable upon inspection the package will be marked "U. S. Inspected and Passed" and this warning notice defaced.

The amendment of § 27.9 of the Meat Inspection Regulations will provide for an alternate means of maintaining the identity of individual packages of import products under the regulations in lieu of the present method of sealing the containers. The amendment of paragraphs (k) and (o) of § 27.8 is incidental to this change. Therefore, it is found upon good cause under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) that notice and other public procedure on such amendments are impracticable and unnecessary. Since the amendments relieve restrictions, under section 4 of the Administrative Procedure Act good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

The amendments shall become effective on December 24, 1958.

(Sec. 306, 46 Stat. 689; 19 U. S. C. 1306)

Done at Washington, D. C., this 19th day of December 1958.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 58-10611; Filed, Dec. 23, 1958; 8:53 a. m.]

Subchapter C—Interstate Transportation of Animals and Poultry

[B. A. I. Order 883, Rev. Amdt. 105]

PART 76—HOG CHOLERA, SWINE PLAGUE, AND OTHER COMMUNICABLE SWINE DISEASES

SUBPART D—SWINE DISEASES SPREAD THROUGH RAW GARBAGE

CHANGES IN AREAS QUARANTINED

Pursuant to the provisions of sections 1 and 3 of the Act of March 3, 1905, as amended (21 U. S. C. 123, 125), sections 1 and 2 of the Act of February 2, 1903, as amended (21 U. S. C. 111-113, 120), and section 7 of the Act of May 29, 1884, as amended (21 U. S. C. 117), § 76.27, as amended, Subpart B, Part 76, Title 9, Code of Federal Regulations (9 CFR, 1957 Supp., 76.27; 23 F. R. 794, 1855, 2589, 3850, 5271, 6343), which quarantines certain areas because of vesicular exanthema, a contagious, infectious, and communicable disease of swine, is hereby further amended in the following respect:

1. A new subdivision (lxxxx) is added to subparagraph (5) of paragraph (d), relating to Gloucester County in New Jersey, to read:

(lxxxx) Block 41, Lot 14, Plate 4, in Monroe Township, owned and operated by William Johnson.

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment releases an area in New Jersey, heretofore quarantined because of vesicular exanthema. Hereafter, the restrictions pertaining to the interstate movement of swine, and carcasses, parts and offal of swine, from or through quarantined areas, contained in 9 CFR, 1957 Supp., Part 76, Subpart B, as amended, will not apply to this area. However, the restrictions pertaining to such movement from nonquarantined areas, contained in said Subpart B, as amended, will apply thereto.

The amendment relieves certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

(Sec. 7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1, 3, 33 Stat. 1264, as amended, 1265, as amended; 21 U. S. C. 111-113, 117, 120, 123, 125)

Done at Washington, D. C., this 21st day of November 1958.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 58-10612; Filed, Dec. 23, 1958; 8:53 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Reg. No. PR-31]

PART 311—DISCLOSURE OF AIRCRAFT ACCIDENT INVESTIGATION INFORMATION

ACCESS TO AND RELEASE OF AIRCRAFT WRECKAGE IN BOARD'S CUSTODY

Currently effective regulations of the Board do not contain provisions which make known to the public the Board's position with respect to the granting of access to aircraft wreckage which is in the Board's custody in connection with the investigation of an aircraft accident. The purpose of this amendment is to make provision therefor.

The Board is directed by section 702 of the Civil Aeronautics Act (49 U. S. C. 582) to investigate accidents involving aircraft and report the facts, conditions, and circumstances relating to each accident and the probable cause thereof. Section 702 (d) directs the Board to preserve any aircraft, aircraft engine, propeller, or appliance affected by or involved in an accident.

The Board has recently received requests from interested individuals for permission to examine and test certain aircraft parts which are in the Board's custody. Some of these requests expressed a desire to secure a release of the parts while others wanted access to such parts.

The Board's position with respect to access to and release of wreckage which is in its custody in connection with an accident investigation is based on the fact that while it has absolute custody of such wreckage for the purpose of its investigation of an accident, it has no proprietary interest in such wreckage and can, therefore, permit access only in furtherance of its accident investigation function and release such wreckage only to the owner thereof or to his authorized representative.

As provided in section 702 of the Act, the Board's only purpose in acquiring the custody of aircraft wreckage is to preserve such wreckage in order that it may make its examinations and tests with a minimum of interference and damage to valuable evidence. To permit the interested public access to such wreckage would greatly interfere with the Board's duties, could result in the loss, or damage to, important evidence, and could result in the destruction of property not owned by the Board. However, the Act permits the Board to avail itself of the assistance of any research or technical agency of the United States, and the Board has found that certain persons, agencies, companies or associations whose functions, activities or products were involved in the particular accident possess valuable technical and operating knowledge which can contribute to the discovery of important evidence bearing upon the accident. Such persons, agencies, companies, or associations, therefore, under the control and supervision of the Board, may be permitted access to the aircraft wreckage in the Board's custody solely for the contribution which they can make toward the determination of the probable cause of an accident. Consequently, it is the Board's policy that only such persons may have access to aircraft wreckage while it is in the Board's custody.

In addition to the foregoing, the Board believes it to be in the interest of the public to amend Part 311 to permit the release and disclosure to all interested persons of factual information secured by the Board in the investigation of an aircraft incident not considered an "accident" as defined in Part 62 of the Civil Air Regulations. The release or disclosure of such information must, however, be made strictly in accordance with the provisions of §§ 311.1 to 311.3 governing the release and disclosure of accident investigation information.

Since this regulation provides a rule of agency organization, procedure and practice, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 311 of the procedural regulations effective December 19, 1958.

1. By adding a new § 311.4 to read as follows:

§ 311.4 *Release and disclosure of information pertaining to aircraft incidents not classified as accidents.* Information secured by the Board in the investigation of an aircraft incident not classified as an accident may be released or disclosed upon request, but only in accordance with the provisions of §§ 311.1 to 311.3.

2. By adding a new § 311.5 to read as follows:

§ 311.5 *Release of and access to aircraft wreckage or parts thereof in the Board's custody.* (a) Aircraft wreckage or any parts thereof held by the Board for the purpose of investigating an aircraft accident shall be released by an authorized representative of the Board when it is determined that the Board has no further need of such wreckage or parts. Such release shall be made only to the owner of record under Title V of the Act or to his authorized representative.

(b) Only the Board's accident investigation personnel and those persons authorized by the Investigator-in-Charge or Director, Bureau of Safety, to participate in any particular examination or testing shall be permitted access to aircraft wreckage or parts while in the Board's custody in connection with its investigation of an aircraft accident.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 701, 702, 1105, 52 Stat. 1007, as amended, 1012, as amended, 1013, 1105; 49 U. S. C. 551, 581, 582, 675)

Adopted: December 19, 1958.

Effective: December 19, 1958.

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART,
Acting Secretary.

[F. R. Doc. 58-10614; Filed, Dec. 23, 1958; 8:54 a. m.]

TITLE 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

TOLERANCES FOR RESIDUES OF ARAMITE

On September 30, 1955, an order was published in the FEDERAL REGISTER (20 F. R. 7301) establishing tolerances of 1 part per million for residues of Aramite (2-(*p*-tert-butylphenoxy)-isopropyl-2-chloroethyl sulfite) on certain specified raw agricultural commodities. This order was issued in accordance with recommendations made by an advisory committee of experts and following assurance by the manufacturer of Aramite, U. S. Rubber Company, New York, New York, that additional feeding tests recommended by the committee would be performed.

The additional feeding tests were performed and reported to the Food and Drug Administration. After studying these reports, scientists of the Administration concluded that Aramite residues should not be tolerated on food crops, and on April 26, 1958, a notice of proposal to revoke the 1 part per million tolerances for Aramite and to establish zero tolerances in their place was published in the FEDERAL REGISTER (23 F. R. 2815).

The U. S. Rubber Company asked that this proposal be referred to an advisory committee of experts, as provided by section 408 (g) of the Federal Food, Drug, and Cosmetic Act, with the request that it make a report and recommendations thereon. The proposal was referred to an advisory committee, and it has unanimously recommended that a zero tolerance be established for residues of Aramite. Copies of the report and recommendations of the committee are on file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D. C.

After consideration of all the data and reports and recommendations of the advisory committee, and by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408 (d) (3) (A), 68 Stat. 513, 21 U. S. C. 346 a (d) (3) (A)) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 120.12 (e)), § 120.107 of the regulations establishing tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR 120.107) is revoked, and a new § 120.107, reading as follows, is promulgated:

§ 120.107 *Tolerances for residues of Aramite.* A tolerance of zero is established for residues of Aramite (2-(*p*-tert-butylphenoxy)-isopropyl-2-chloroethyl-sulfite) in or on each of the following raw agricultural commodities: Alfalfa, apples, blueberries, cantaloups, celery, cucumbers, grapefruit, grapes, green beans, lemons, muskmelons, oranges, peaches, pears, plums, raspberries, soybeans (whole plant), strawberries, sweet corn (kernels) and forage thereof, tomatoes, watermelons.

Any person who will be adversely affected by the foregoing order may, at any time prior to the thirtieth day from the date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D. C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by this order, specify with particularity the provisions of the order deemed objectionable and reasonable grounds for the objections, and request a public hearing upon the objections. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 701, 70 Stat. 919, as amended; 21 U. S. C. 371. Interprets or applies sec. 408, 68 Stat. 515; 21 U. S. C. 346)

Dated: December 19, 1958.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 58-10608; Filed, Dec. 23, 1958; 8:53 a. m.]

PART 146c—CERTIFICATION OF CHLORTETRACYCLINE (OR TETRACYCLINE) AND CHLORTETRACYCLINE- (OR TETRACYCLINE-) CONTAINING DRUGS

TETRACYCLINE HYDROCHLORIDE FOR INTRAMUSCULAR USE

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; sec. 701, 52 Stat. 1055, as amended; 21 U. S. C. 357, 371) and delegated to the Commissioner of Food and Drugs by the Secretary (23 F. R. 9500), the regulations for tests and methods of assay and certification of antibiotic and antibiotic-containing drugs (21 CFR 146c.221; 23 F. R. 6439) are amended as indicated below.

Section 146c.221 (c) (1) (iv) is amended to read as follows:

§ 146c.221 *Tetracycline hydrochloride for intramuscular use.* * * *

(c) *Labeling.* * * *

(1) * * *

(iv) The statement "Expiration date ———————," the blank being filled in with the date that is 12 months, if it contains tetracycline phosphate complex or one or more vitamins, or 36 months, if it does not contain these ingredients, after the month during which the batch was certified, except that the blank may be filled in with the date that is 48 months after the month during which the batch was certified if the person who requests certification has submitted to the Commissioner results of tests and assays showing that after having been stored for such period of time such drug as prepared by him complies with the standards prescribed by paragraph (a) of this section.

Notice and public procedure are not necessary prerequisites to the promulgation of this order and I so find, since it was drawn in collaboration with interested members of the affected industry and since it would be against public interest to delay providing for the amendment set forth in this order.

Effective date. This order shall become effective upon publication in the FEDERAL REGISTER, since both the public and the affected industry will benefit by the earliest effective date, and I so find.

(Sec. 701, 52 Stat. 1055; 21 U. S. C. 371. Interprets or applies secs. 507, 59 Stat. 463, as amended; 21 U. S. C. 357)

Dated: December 18, 1958.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 58-10605; Filed, Dec. 23, 1958; 8:52 a. m.]

TITLE 26—INTERNAL REVENUE, 1954

Chapter I—Internal Revenue Service, Department of the Treasury

Subchapter D—Miscellaneous Excise Taxes

[T. D. 6343]

PART 40—MANUFACTURERS AND RETAILERS EXCISE TAXES

TAX ON SALE OF TIRES, INNER TUBES, AND TREAD RUBBER

On October 18, 1958, notice of proposed rule making regarding the regulations under sections 4071 to 4073, inclusive, of the Internal Revenue Code of 1954, as amended, relating to the excise taxes imposed on the sale of tires, inner tubes, and tread rubber was published in the FEDERAL REGISTER (23 F. R. 8061). No objection to the rules proposed having been received during the 30-day period prescribed in the notice, the regulations as so published are hereby adopted.

[SEAL] DANA LATHAM,
Commissioner of Internal Revenue.

Approved: December 18, 1958.

NELSON P. ROSE,
Acting Secretary of the Treasury.

PARAGRAPH 1. Section 40.0-3 of the Manfacturers and Retailers Excise Tax Regulations (26 CFR Part 40) is hereby amended by striking paragraph (g) and inserting in lieu thereof the following:

(g) *Subpart H.* The regulations in Subpart H of this part, unless otherwise specified in such subpart, relate to:

(1) *Motor vehicles.* [Reserved]

(2) *Tires, tubes, and tread rubber.* Sales made by the manufacturer, producer, or importer on or after July 1, 1956, of tires, tubes, and tread rubber.

(3) *Gasoline.* [Reserved]

(4) *Lubricating oil.* [Reserved]

PAR. 2. The regulations as so adopted under part II of subchapter A of chapter 32 of the Internal Revenue Code of 1954, as amended, relating to tires, tubes, and tread rubber, are as follows:

SUBPART H—MOTOR VEHICLES, TIRES, TUBES, TREAD RUBBER, GASOLINE, AND LUBRICATING OIL

TIRES, TUBES, AND TREAD RUBBER

Sec.
40.4071 Statutory provisions; imposition of tax; imposition and rate of tax.
40.4071-1 Imposition and rates of tax.
40.4071-2 Determination of weight.
40.4072 Statutory provisions; definitions; rubber; tread rubber; tires of the type used on highway vehicles.
40.4072-1 Definitions.
40.4073 Statutory provisions; exemptions.
40.4073-1 Exemption of tires of certain sizes.
40.4073-2 Exemption of tires with internal wire fastening.
40.4073-3 Exemption of tread rubber used for nonhighway tires.
40.4073-4 Other tax-free sales.

AUTHORITY: §§ 40.4071 to 40.4073-4 issued under sec. 7805, 68A Stat. 917; 26 U. S. C. 7805.

§ 40.4071 *Statutory provisions; imposition of tax.*

SEC. 4071. *Imposition of tax*—(a) *Imposition and rate of tax.* There is hereby imposed upon the following articles, if wholly or in part of rubber, sold by the manufacturer, producer, or importer, a tax at the following rates:

(1) Tires of the type used on highway vehicles, 8 cents a pound.

(2) Other tires, 5 cents a pound.

(3) Inner tubes for tires, 9 cents a pound.

(4) Tread rubber, 3 cents a pound.

(b) *Determination of weight.* For purposes of this section, weight shall be based on total weight, except that in the case of tires such total weight shall be exclusive of metal rims or rim bases. Total weight of the articles shall be determined under regulations prescribed by the Secretary or his delegate.

(c) *Rate reduction.* On and after July 1, 1972—

(1) The tax imposed by paragraph (1) of subsection (a) shall be 5 cents a pound; and

(2) Paragraph (4) of subsection (a) shall not apply.

[Sec. 4071 as amended by sec. 204 (a), Highway Revenue Act 1956 (70 Stat. 388)]

§ 40.4071-1 *Imposition and rates of tax*—(a) *Imposition of tax.* Section 4071 imposes a tax upon the following articles sold by the manufacturer, producer, or importer thereof:

(1) Tires made wholly or in part of rubber,

(2) Inner tubes (for tires) made wholly or in part of rubber, and

(3) Tread rubber.

For definitions of the terms "tires", "inner tubes", "tread rubber", and "rubber", see § 40.4072-1.

(b) *Rates and computation of tax*—(1) *Rates of tax.* Tax is imposed upon each of the above mentioned taxable articles at the rate applicable on the date on which the article is sold, as specified below:

(i) *Tires.*

(*a*) Of the type used on highway vehicles—

(A) For the period July 1, 1956 to June 30, 1972, inclusive—8 cents per pound.

(B) On or after July 1, 1972—5 cents per pound.

(*b*) Of the type used on other than highway vehicles—5 cents per pound.

(ii) *Inner tubes*—9 cents per pound.

(iii) *Tread rubber*—

For the period July 1, 1956 to June 30, 1972, inclusive—3 cents per pound.

For definition of the term "tires of the type used on highway vehicles", see paragraph (c) of § 40.4072-1.

(2) *Computation of tax.* The tax on tires, inner tubes, and tread rubber is computed by applying to the total weight (including a fractional part of a pound) of the article the rate in effect at the time the article is sold. See § 40.4071-2, relating to determination of weight.

(c) *Liability for tax.* The tax imposed by section 4071 is payable by the manufacturer, producer, or importer making the sale.

§ 40.4071-2 *Determination of weight*—(a) *In general*—(1) *Tires.* (i) The metal rims or rim bases are not to be included in determining the total weight of a tire. However, the wire, staples, darts, clips, and other material or fastening devices which form a part of the tire or are required for its use must be included in determining the total weight of the tire. In the case of a tubeless tire, the total weight includes the weight of the air valve and stem or any other mechanism which may be used for inflating the tire or maintaining air pressure when sold by the tire manufacturer with the tubeless tire.

(ii) When tires are sold with metal rims or rim bases attached, the manufacturer must maintain records which will establish what portion of the total weight of the finished product represents the tire exclusive of the metal rim or rim base.

(2) *Inner tubes.* The total weight of an inner tube shall include the weight of the air valve and stem or any other mechanism attached to the inner tube which may be used for inflating the tube or maintaining air pressure.

(b) *Alternative method of determining weight of tires and inner tubes.* (1) A manufacturer who has received permission from the Commissioner may, subject to such conditions as the Commissioner may prescribe, determine total weight of tires and inner tubes manufactured and sold by him on the basis of the average weight for each type, size, grade, and classification shown in schedules published by the tire industry. The average weights shall be established in accordance with the method approved by the Commissioner and shall apply for such periods as the Commissioner may prescribe. The Commissioner may terminate the approval granted any manufacturer. In the case of the termination of the approval granted any manufacturer, the termination shall become effective 10 days from the date of the receipt by the manufacturer of the notice of termination. A manufacturer may effect termination, as of a specified date, of the privilege to determine total weight in accordance with provisions of this paragraph by giving no less than 10 days written notice of such intention to the Commissioner. The termination of the approval given a manufacturer shall not affect a manufacturer's tax liability for tires and inner tubes sold prior to the effective date of the notice of termination.

(2) An agreement authorizing a manufacturer, for purposes of the tax imposed by section 3400 of the Internal Revenue Code of 1939 or corresponding provisions of prior revenue laws, to determine total weight of tires and inner tubes on the basis of schedules of average weight continues in effect for purposes of the tax imposed by section 4071 and the regulations in this part unless and until terminated in accordance with the terms of such agreement or the provisions of this paragraph.

§ 40.4072 *Statutory provisions; definitions; rubber; tread rubber; tires of the type used on highway vehicles.*

SEC. 4072. *Definitions*—(a) *Rubber.* For purposes of this chapter, the term "rubber" includes synthetic and substitute rubber.

(b) *Tread rubber.* For purposes of this chapter, the term "tread rubber" means any material—

(1) Which is commonly or commercially known as tread rubber or camelback; or

(2) Which is a substitute for a material described in paragraph (1) and is of a type used in recapping or retreading tires.

(c) *Tires of the type used on highway vehicles.* For purposes of this part, the term "tires of the type used on highway vehicles" means tires of the type used on—

(1) Motor vehicles which are highway vehicles, or

(2) Vehicles of the type used in connection with motor vehicles which are highway vehicles.

[Sec. 4072 as amended by sec. 204 (b), Highway Revenue Act 1956 (70 Stat. 389)]

§ 40.4072-1 *Definitions.* For purposes of the regulations in this part, unless otherwise expressly indicated:

(a) *Rubber.* The term "rubber", for purposes of chapter 32 of the Code, includes synthetic and substitute rubber.

(b) *Tread rubber.* The term "tread rubber", for purposes of chapter 32 of the Code, means any material (1) which is commonly or commercially known as tread rubber or camelback, or (2) which is a substitute for any material commonly or commercially known as tread rubber or camelback and is of a type used in recapping or retreading tires. The term includes, for example, strips of material, wholly or partially of rubber, natural or synthetic, intended to be vulcanized or otherwise affixed to a tire casing to form the outside perimeter of the tire, smooth or treaded. It further includes treading material produced by reprocessing scrap, salvage, or junk rubber. Tread rubber loses its identity as such when it has been used in the recapping or retreading of a tire.

(c) *Tires of the type used on highway vehicles.* (1) The term "tires of the type used on highway vehicles", for purposes of §§ 40.4071 through 40.4073-3, includes (i) all tires of the type which are used on motor vehicles which are highway vehicles including but not limited to motor trucks, buses, passenger automobiles, highway tractors, trolley buses or coaches, and motorcycles, and (ii) all tires of the type which are used on vehicles of the type used in connection with highway motor vehicles including but not limited to truck or bus trailers and truck semitrailers. The term "tires of the type used on highway vehicles" does not include bicycle tires. Bicycle tires, however, are included in the term "other tires" as used in section 4071 (a) (2).

(2) Mobile homes, house trailers, or utility trailers are vehicles of the type used in connection with highway motor vehicles. Thus, tires for mobile homes, house trailers, or utility trailers are included in the term "tires of the type used on highway vehicles".

(d) *Inner tubes.* The term "inner tubes" includes air containers of all types made wholly or in part of rubber and designed and manufactured for use in pneumatic tires.

(e) *Tires.* (1) The term "tires" includes rubber casings, hoops and strips or bands of all kinds designed and shaped or built to form the tread of or to fit a vehicle wheel. Tires of either the pneumatic or solid type which fit or form the tread for wheels of any article which is capable of use as a means of transporting a person or burden are taxable as tires. Examples of articles which have taxable tires are motor scooters, industrial trucks, farm tractors, wheelbarrows, and similar articles. See section 4073 (a) and § 40.4073-1 with respect to the exemption of tires of certain sizes and section 4073 (b) and § 40.4073-2 with respect to the exemption of tires with internal wire fastenings.

(2) The term "tires", for purposes of the tax imposed by section 4071, does not include a recapped or retreaded tire except when the recapping or retreading is from bead to bead whether or not the original tire has lost its identity.

(f) *Cross references.* For other definitions, see §§ 40.0-2 and 40.7701.

§ 40.4073 *Statutory provisions; exemptions.*

SEC. 4073. *Exemptions*—(a) *Tires of certain sizes.* The tax imposed by section 4071 shall not apply to tires which are not more than 20 inches in diameter and not more than 1¾ inches in cross-section, if such tires are of all-rubber construction (whether hollow center or solid) without fabric or metal reinforcement.

(b) *Tires with internal wire fastening.* The tax imposed by section 4071 shall not apply to tires of extruded tiring with an internal wire fastening agent.

(c) *Exemption from tax on tread rubber in certain cases.* Under regulations prescribed by the Secretary or his delegate, the tax imposed by section 4071 (a) (4) shall not apply to tread rubber sold by the manufacturer, producer, or importer, to any person for use by such person otherwise than in the recapping or retreading of tires of the type used on highway vehicles.

[Sec. 4073 as amended by sec. 204 (c) Highway Revenue Act 1956 (70 Stat. 389)]

§ 40.4073-1 *Exemption of tires of certain sizes.* The tax does not apply to sales of tires of all-rubber construction (whether hollow center or solid) if they have no fabric or metal reinforcement and do not exceed either of these measurements: (a) 20 inches in diameter measured to the outside circumference and (b) 1¾ inches in cross-section.

§ 40.4073-2 *Exemption of tires with internal wire fastening.* The tax does not apply to sales of tires of any size or dimension manufactured or produced from extruded tiring fastened or held together by means of internal wire or other metallic material.

§ 40.4073-3 *Exemption of tread rubber used for nonhighway tires*—(a) *Sold direct by manufacturer for nontaxable use.* The tax does not apply to the sale of tread rubber by the manufacturer to any person for use by such person otherwise than in the recapping or retreading of tires of the type used on highway vehicles. In determining whether tread rubber is sold for a taxable or nontaxable use, the type of vehicle on which the recapped or retreaded tire is to be used or the actual or intended use of the recapped or retreaded tire is immaterial. The controlling factor is whether the tire resulting from the recapping or retreading is a type which is not used on a highway vehicle. For definition of "tires of the type used on highway vehicles", see paragraph (c) of § 40.4072-1.

(b) *Sales for resale for nontaxable use.* No sale of tread rubber may be made tax free for resale even though it is known at the time of such sale that the tread rubber will be resold for use otherwise than in the recapping or retreading of tires of the type used on highway vehicles. However, where the tread rubber is resold for such use, the manufacturer, producer, or importer who paid the tax on his sale of the tread rubber may secure a refund or credit in accordance with the provisions of section 6416 (b) (2) (M) (see the applicable regulations in Subpart N of this part).

(c) *Evidence required to establish exemption.* (1) To establish the right to sell tread rubber tax free under section 4073 (c), the manufacturer must obtain from the purchaser and retain in his possession a properly executed exemption certificate.

(2) Where only occasional sales of tread rubber for exempt use are made to a purchaser, a separate exemption certificate should be furnished for each order. However, where sales are regularly and frequently made to a purchaser for exempt use, a certificate covering all orders for a specified period not to exceed 4 calendar quarters will be acceptable. Such certificates and proper records of invoices, orders, etc., relative to tax-free sales must be kept for inspection by the district director as provided in section 6001 and the regulations in Subpart N of this part.

(d) *Acceptable form of exemption certificate.* The following form of exemption certificate will be acceptable for the purposes of this section and must be adhered to in substance:

EXEMPTION CERTIFICATE

(For use by persons who purchase tread rubber from the manufacturer, producer, or importer thereof for use otherwise than in recapping or retreading tires of the type used on highway vehicles (section 4073 (c) of the Internal Revenue Code).)

-----------------------, 19__
(Date)

The undersigned certifies that he himself, or the ------------------------------------ of
(Name of purchaser if other than the undersigned)
which he is ------------------------------------,
(Title)
is the purchaser of the tread rubber specified in the accompanying order or contract and that such tread rubber will not be used in the recapping or retreading of tires of the type used on highway vehicles, but will be used for the following purposes: -----------
----

The undersigned understands that if the tread rubber is used for the recapping or retreading of tires of the type used on highway vehicles, or is sold or otherwise disposed of, such fact must be promptly reported to the manufacturer. The undersigned also understands that the fraudulent use of this certificate for the purpose of securing this exemption will subject him and all guilty parties to a fine of not more than $10,000, or to imprisonment for not more than 5 years, or both, together with costs of prosecution. The purchaser also understands that he must be prepared to establish by satisfactory evidence the purpose for which the tread rubber was used.

(Signature)

(Address)

(e) *Exemption certificate not obtained prior to filing of manufacturer's excise tax return.* If the sale is otherwise exempt but the exemption certificate is not obtained prior to the time the manufacturer files a return covering taxes due for the period during which the sale was made, the manufacturer must include the tax on such sale in his return for that period. However, if the certificate is later obtained, a claim for refund of the tax paid on such sale may be filed, or a credit for such amount may be taken upon a subsequent return, as provided by section 6416 (b) (2) (M) and the regulations in Subpart N of this part.

§ 40.4073-4 *Other tax-free sales.* For provisions relating to tax-free sales of articles referred to in section 4071, see—

(a) Section 4220, relating to sales or resales to manufacturers for further manufacture;

(b) Section 4222, relating to sales for use as supplies for certain vessels and airplanes;

(c) Section 4224, relating to articles sold for the exclusive use of a State or local government; and

(d) Section 4225, relating to sales for export;

and the regulations thereunder contained in Subpart M of this part.

[F. R. Doc. 58-10600; Filed, Dec. 23, 1958; 8:51 a. m.]

TITLE 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Housing and Home Finance Agency

MISCELLANEOUS AMENDMENTS TO CHAPTER

Chapter II is amended as follows:

Subchapter C—Mutual Mortgage Insurance and Servicemen's Mortgage Insurance

PART 222—MUTUAL MORTGAGE INSURANCE; RIGHTS AND OBLIGATIONS OF MORTGAGEE UNDER THE INSURANCE CONTRACT

CONDITION OF PROPERTY WHEN TRANSFERRED; DELIVERY OF DEBENTURES AND CERTIFICATES OF CLAIM

Section 222.13 (a) (1) (vi) is amended to read as follows:

§ 222.13 *Condition of property when transferred; delivery of debentures and certificate of claim.* (a) * * *

(1) * * *

(vi) Bear interest from the date of issue, payable semiannually on the first day of January and the first day of July of each year at the rate in effect as of the date the commitment was issued, or as of the date the mortgage was endorsed for insurance, whichever rate is the higher. The following interest rates are effective for the dates listed:

Effective rate	On or after—	Prior to—
Percent		
2¼	Aug. 9, 1954	Sept. 1, 1954
2½	Sept. 1, 1954	Jan. 1, 1955
2⅝	Jan. 1, 1955	July 1, 1955
2⅞	July 1, 1955	July 1, 1956
3	July 1, 1956	Jan. 1, 1957
3¼	Jan. 1, 1957	July 1, 1957
3⅝	July 1, 1957	Jan. 1, 1958
3½	Jan. 1, 1958	July 1, 1958
3⅛	July 1, 1958	Jan. 1, 1959
3¾	Jan. 1, 1959	

(Sec. 211, 52 Stat. 23, as amended; 12 U. S. C. 1715b. Interprets or applies sec. 203, 52 Stat. 10, as amended; 12 U. S. C. 1709)

Subchapter D—Multifamily and Group Housing Insurance

PART 233—RENTAL HOUSING INSURANCE; RIGHTS AND OBLIGATIONS OF MORTGAGEE UNDER INSURANCE CONTRACT

INSURANCE BENEFITS

Section 233.9 (a) (1) (vii) is amended to read as follows:

§ 233.9 *Insurance benefits.* (a) * * *

(1) * * *

(vii) Bear interest from the date of issue, payable semiannually on the first day of January and the first day of July of each year at the rate in effect as of the date the commitment was issued, or as of the date of initial insurance endorsement of the mortgage, whichever rate is the higher. The following interest rates are effective for the dates listed:

Effective rate	On or after—	Prior to—
Percent		
2½	Aug. 13, 1954	Jan. 1, 1955
2⅝	Jan. 1, 1955	July 1, 1955
2⅞	July 1, 1955	July 1, 1956
3	July 1, 1956	Jan. 1, 1957
3¼	Jan. 1, 1957	July 1, 1957
3⅝	July 1, 1957	Jan. 1, 1958
3½	Jan. 1, 1958	July 1, 1958
3⅛	July 1, 1958	Jan. 1, 1959
3¾	Jan. 1, 1959	

(Sec. 211, 52 Stat. 23, as amended; 12 U. S. C. 1715b. Interprets or applies sec. 207, 52 Stat. 16, as amended; 12 U. S. C. 1713)

Subchapter M—Military and Armed Services Housing Mortgage Insurance

PART 293a—ARMED SERVICES HOUSING INSURANCE; RIGHTS AND OBLIGATIONS OF THE MORTGAGEE UNDER THE INSURANCE CONTRACT

DELIVERY OF DEBENTURES AND CERTIFICATES OF CLAIM

Section 293a.9 (a) (1) (vii) is amended to read as follows:

§ 293a.9 *Delivery of debentures and certificate of claim.* (a) * * *

(1) * * *

(vii) Bear interest from the date of issue, payable semiannually on the first day of January and the first day of July of each year at the rate in effect as of the date the commitment was issued, or as of the date of initial insurance endorsement of the mortgage, whichever rate is the higher. The following interest rates are effective for the dates listed:

Effective rate	On or after—	Prior to—
Percent		
2⅞	July 1, 1955	July 1, 1956
3	July 1, 1956	Jan. 1, 1957
3¼	Jan. 1, 1957	July 1, 1957
3⅝	July 1, 1957	Jan. 1, 1958
3½	Jan. 1, 1958	July 1, 1958
3⅛	July 1, 1958	Jan. 1, 1959
3¾	Jan. 1, 1959	

(Sec. 807, 69 Stat. 651; 12 U. S. C. 1748f. Interprets or applies sec. 803, 69 Stat. 646; 12 U. S. C. 1748b)

Issued at Washington, D. C., December 19, 1958.

NORMAN P. MASON,
Federal Housing Commissioner.

[F. R. Doc. 58-10618; Filed, Dec. 23, 1958; 8:54 a. m.]

TITLE 31—MONEY AND FINANCE: TREASURY

Subtitle A—Office of the Secretary of the Treasury

PART 1—CENTRAL OFFICE PROCEDURES

SUBPART B—PAYMENTS UNDER JUDGMENTS AND PRIVATE RELIEF ACTS

Subpart B, Part 1, Subtitle A, Title 31, of the Code of Federal Regulations of the United States, is hereby revised effective December 31, 1958, to read as follows:

SUBPART B—PAYMENTS UNDER JUDGMENTS AND PRIVATE RELIEF ACTS

§ 1.10 *Judgments against the United States.* (a) Persons securing money judgments against the United States, in excess of $100,000 in any one case, in the Court of Claims are required, in order to secure payment, to file original transcripts of such judgments with the Secretary of the Treasury for certification to the Congress for appropriation. Following receipt of an application on the part of the claimant for payment of the amount appropriated by the Congress, the General Accounting Office transmits a certificate of settlement to the Treasury Department. Payment is then made to the claimant by check drawn in the Treasury Department by the Division of Disbursement. A similar procedure applies with respect to such judgments obtained in the Federal district courts, except that papers pertaining to such judgments are filed with the Secretary of the Treasury by the Department of Justice instead of by the claimant.

(b) A procedure similar to that outlined in paragraph (a) of this section is followed with respect to judgments not in excess of $100,000 in any one case except that the necessary documents are filed with the General Accounting Office and no action is taken by the Treasury Department prior to the receipt of a certificate of settlement from the General Accounting Office. After receipt of a certificate of settlement a check payable from a permanent appropriation established for the payment of such judgments is drawn in the Treasury Department by the Division of Disbursement and mailed to the claimant in accordance with the terms of the certificate of settlement.

§ 1.11 *Payment of sums appropriated in private relief acts.* Persons entitled to payment of sums appropriated in private relief acts should make application for payment to the General Accounting Office. Prior to the receipt of a certificate of settlement from the General Accounting Office, the Treasury takes no action with respect to such payments. After receipt of the certificate of settlement, a check is drawn in the Treasury Department by the Division of Disbursement and mailed to the beneficiary in accordance with the terms of the certificate of settlement.

(Sec. 3, 43 Stat. 1111, as amended; 50 U. S. C. 164)

Dated: December 18, 1958.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10586; Filed, Dec. 23, 1958; 8:48 a. m.]

Chapter II—Fiscal Service, Department of the Treasury

Subchapter B—Bureau of the Public Debt

PART 309—ISSUE AND SALE OF TREASURY BILLS

MISCELLANEOUS AMENDMENTS

DECEMBER 17, 1958.

The following changes are hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulations as of January 1, 1959:

1. Section 309.5 of Part 309 is hereby amended and revised to read:

§ 309.5 *Acceptance as security for public deposits and in payment of taxes (when specifically provided for by the Secretary of the Treasury).* Treasury bills will be acceptable at maturity value to secure deposits of public moneys. The Secretary of the Treasury, in his discretion, when inviting tenders for Treasury bills, may provide that Treasury bills of any series will be acceptable at maturity value, whether at or before maturity, under such rules and regulations as he shall prescribe or approve, in payment of income and profits taxes payable under the provisions of the Internal Revenue Code. Any Treasury bills which by the terms of their issue may be accepted in payment of income and profits taxes may be surrendered to any Federal Reserve Bank or Branch, acting as fiscal agent of the United States, fifteen days or less before the date on which the taxes become due. The Federal Reserve Bank or Branch will issue receipts to the owners showing the face amount of the bills so surrendered. These receipts may be submitted in lieu of the bills on or before the specified tax payment dates to the District Director, Internal Revenue Service, with the owners' tax returns. Notes secured by Treasury bills are eligible for discount or rediscount at Federal Reserve Banks by member banks, as are notes secured by bonds and notes of the United States, under the provisions of section 13 of the Federal Reserve Act. They will be acceptable at maturity, but not before, in payment of interest or of principal on account of obligations of foreign governments held by the United States.

2. Section 309.12 (b) of Part 309 is hereby amended and revised to read:

(b) In case of the loss, theft, destruction, mutilation or defacement of Treasury bills, immediate advice, with a full description of the bill or bills involved, should be sent to the Bureau of the Public Debt, Division of Loans and Currency, Washington 25, D. C., either direct or through any Federal Reserve Bank, and, if relief under the statutes may be given, instructions and necessary blank forms will be furnished.

(R. S. 161, sec. 5, 40 Stat. 290, as amended, sec. 8 (a)-(d), 50 Stat. 481, as amended; 5 U. S. C. 22, 31 U. S. C. 738a, 754)

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong.; 60 Stat. 237) is found to be unnecessary with respect to these amendments.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10581; Filed, Dec. 23, 1958; 8:48 a. m.]

PART 315—UNITED STATES SAVINGS BONDS

MISCELLANEOUS AMENDMENTS

DECEMBER 17, 1958.

The following changes are hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulations as of January 1, 1959:

1. Subparagraph (5) of § 315.32 (b) of Part 315 is hereby amended and revised to read:

(5) The interest due at maturity will be paid with the principal and in the same manner. However, if the registered owner of a bond in beneficiary form dies on or after the due date without having presented and surrendered the bond for payment or authorized reissue, and is survived by the beneficiary, the interest may be paid to the legal representative of or the person entitled to the registered owner's estate. To obtain such payment, the bonds with a request therefor by the beneficiary should be submitted together with the evidence required in § 315.70.

2. Section 315.39 (a) of Part 315 is hereby amended and revised to read:

(a) *At United States post offices.* Any postmaster, acting postmaster, assistant postmaster, inspector-in-charge, chief or assistant chief accountant, superintendent of station, or other post office official or clerk designated for that purpose. One or more of these officials will be found at every United States post office, classified branch, or station. A post office official or clerk other than a postmaster or acting postmaster should certify in the name of the postmaster or acting postmaster, followed by his own signature and official title, for example, "John Doe, postmaster, by Richard Roe, superintendent of station". Signatures of these officers should be authenticated by a legible imprint of the post office dating stamp.

3. Section 315.39 (f) of Part 315 is hereby amended and revised to read:

(f) *Officers authorized in particular localities.* Certain designated officers in the Treasury Department; the Governors and Treasurers of Hawaii and Puerto

Rico; the Governor and Commissioner of Finance of the Virgin Islands; the Governor and Director of Finance of Guam; the Governor and Director of Administrative Services of American Samoa; the Governor, paymaster, or acting paymaster and collector or acting collector of the Panama Canal; and postmasters and acting postmasters in the Bureau of Posts of the Canal Zone.

(Sec. 22, 49 Stat. 21, as amended; 31 U. S. C. 757c)

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Congr.; 60 Stat. 237) is found to be unnecessary with respect to these amendments.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10582; Filed, Dec. 23, 1958; 8:48 a. m.]

PART 317—AGENCIES FOR THE ISSUE OF UNITED STATES SAVINGS BONDS, SERIES E

MISCELLANEOUS AMENDMENTS

DECEMBER 17, 1958.

The following changes are hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulations as of January 1, 1959:

1. The subject of Part 317 is hereby amended and revised to read: "Part 317—Agencies for the Issue of United States Savings Bonds, Series E."

2. Delete "Defense" or "War" preceding words "Savings Bonds, Series E" in Part 317.

3. Section 317.4 (a) (2) of Part 317 is hereby amended and revised to read:

(2) Any incorporated bank or trust company qualified as a special depositary under the provisions of Part 203 of this chapter, may be authorized by the Federal Reserve Bank of the district, as fiscal agent, to make payment by credit in the "Treasury Tax and Loan Account" up to any amount for which it shall be qualified in excess of existing deposits.

4. Paragraph (d) of § 317.6 of Part 317 is hereby deleted and paragraph (e) of § 317.6 is hereby redesignated as paragraph (d).

(Sec. 22, 49 Stat. 41, as amended; 31 U. S. C. 757c)

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong.; 60 Stat. 237) is found to be unnecessary with respect to these amendments.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10583; Filed, Dec. 23, 1958; 8:48 a. m.]

MISCELLANEOUS AMENDMENTS TO SUBCHAPTER

DECEMBER 17, 1958.

The following changes are hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulations as of January 1, 1959:

PART 318—OFFERING OF UNITED STATES SAVINGS BONDS, SERIES F AND G

Part 318 is hereby deleted. The sale of United States Savings Bonds of Series F and Series G was withdrawn as of the close of business, April 30, 1952, 17 F. R. 4117, May 3, 1952.

PART 324—ARMED FORCES LEAVE BONDS

Part 324 is hereby deleted. The right to apply for Armed Forces Leave Bonds terminated on June 30, 1951 (37 U. S. C. 34).

PART 326—TREASURY BONDS, INVESTMENT SERIES

Part 326 is hereby deleted. Treasury Bonds, Investment Series A-1965, are no longer offered. The offer expired October 1, 1947 (Department Circular No. 814).

PART 329—OPTIONS OPEN TO OWNERS OF MATURING UNITED STATES SAVINGS BONDS OF SERIES E

Part 329 is hereby deleted. The regulations formerly contained in this part were superseded by Department Circular No. 653, Fourth Revision (Part 316).

PART 331—OFFERING AND SPECIAL REGULATIONS GOVERNING TREASURY SAVINGS NOTES, SERIES A

Part 331 is hereby deleted. The sale of Treasury Savings Notes, Series A, was terminated at the close of business May 14, 1953, 18 F. R. 2787, May 14, 1953.

PART 334—OFFERING AND SPECIAL REGULATIONS GOVERNING TREASURY SAVINGS NOTES, SERIES B

Part 334 is hereby deleted. The sale of Treasury Savings Notes, Series B, was terminated at the close of business September 25, 1953, Amendment 1, 18 F. R. 6206, September 29, 1953.

PART 335—OFFERING AND SPECIAL REGULATIONS GOVERNING TREASURY SAVINGS NOTES, SERIES C

Part 335 is hereby deleted. The sale of Treasury Savings Notes, Series C, was suspended at the close of business October 23, 1953, until further notice, 18 F. R. 6774, October 27, 1953.

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Congr.; 60 Stat. 237) is found to be unnecessary with respect to these amendments.

[SEAL] JULIAN B BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10580; Filed Dec. 23, 1958; 8:48 a. m.]

PART 322—REPLACEMENT OUT OF FUND ESTABLISHED BY GOVERNMENT LOSSES IN SHIPMENT ACT, AS AMENDED, OF ANY LOSSES RESULTING FROM PAYMENTS MADE IN CONNECTION WITH REDEMPTION OF UNITED STATES SAVINGS BONDS AND ARMED FORCES LEAVE BONDS

REPORT TO TREASURY OF CASES INVOLVING ERRONEOUS PAYMENTS

DECEMBER 17, 1958.

The following change is hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulation as of January 1, 1959:

Section 322.4 of Part 322 is hereby amended and revised to read:

§ 322.4 *Report to Treasury of cases involving erroneous payments.* Any such erroneous payments which cannot be adjusted by a Federal Reserve Bank and any other erroneous payments found after the account of the Treasurer of the United States has been charged shall immediately be reported by the Federal Reserve Bank to the Bureau of the Public Debt, Division of Loans and Currency Branch, 536 South Clark Street, Chicago 5, Illinois, in the case of Savings Bonds, or, in the case of Armed Forces Leave Bonds, to the Bureau of the Public Debt, Division of Loans and Currency, Washington 25, D. C.

(Sec. 22, 49 Stat. 41, as amended; 31 U. S. C. 757c)

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Congr.; 60 Stat. 237) is found to be unnecessary with respect to this amendment.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10584; Filed Dec. 23, 1958; 8:48 a. m.]

PART 328—RESTRICTIVE ENDORSEMENTS OF BEARER SECURITIES

MISCELLANEOUS AMENDMENTS

DECEMBER 17, 1958.

The following changes are hereby made in connection with publication of the revision of Titles 30 and 31 of the Code of Federal Regulations as of January 1, 1959:

1. Section 328.8 of Part 328 is hereby amended and revised to read:

§ 328.8 *Miscellaneous.* Any provisions of Part 306 of this subchapter (Department Circular No. 300, Revised) which are in conflict with the provisions of the regulations in this part are hereby superseded. The Secretary of the Treasury reserves the right at any time to amend, supplement, or withdraw any or all of the provisions of the regulations in this part.

2. Paragraph (b) (4) of Appendix A to Part 328 is hereby amended and revised to read:

(4) If the owner or holder is the United States or an officer or employee thereof in his official capacity, a State, the District of Co-

lumbia, a Territory or possession of the United States, a municipal corporation or political subdivision of any of the foregoing, a corporation the whole of whose capital is owned by the United States, a foreign government, or a Federal Reserve bank: *Provided, however*, That in any of the foregoing classes of cases the Secretary of the Treasury may require a bond of indemnity if he deems it essential to the public interest."

(R. S. 161, sec. 1, 40 Stat. 288, as amended; 5 U. S. C. 22, 31 U. S. C. 752)

Compliance with the notice, public procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Congr.; 60 Stat. 237) is found to be unnecessary with respect to these amendments.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F. R. Doc. 58-10585; Filed, Dec. 23, 1958; 8:48 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

Subchapter B—Carriers by Motor Vehicle

[Ex Parte No. MC-5]

PART 174—SURETY BONDS AND POLICIES OF INSURANCE

OPERATIONS IN FOREIGN COMMERCE

In the matter of security for the protection of the public as provided in Part II of the Interstate Commerce Act, and of rules and regulations governing filing and approval of bonds, policies of insurance, qualifications as a self-insurer, or other securities and agreements by motor carriers and brokers subject to part II of the Act.

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D. C., on the 15th day of December A. D. 1958.

The matter of revision of § 174.11 contained in our rules and regulations governing the filing and approval of surety bonds, policies of insurance, qualifications as a self-insurer, or other securities and agreements prescribed pursuant to section 215 of the Interstate Commerce Act (49 CFR 174.11), being under consideration; and

It appearing, that the revision of the rule in question is by nature interpretative and therefore the procedure set out in section 4 (a) of the Administrative Procedure Act (5 U. S. C. 1003 (a)) is not applicable; and good reason appearing therefor,

It is ordered, That § 174.11 be revised to read as follows:

§ 174.11 *Operations in foreign commerce.* No motor carrier may operate in the United States in the course of transportation between places in a foreign country or between a place in one foreign country and a place in another foreign country unless and until there shall have been filed with and accepted by the Commission a certificate of insurance, surety bond, proof of qualifications as a self-insurer, or other securities or agreements in the amount prescribed in § 174.2 (a), conditioned to pay any final judgment recovered against such motor carrier for bodily injuries to or the death of any person resulting from the negligent operation, maintenance, or use of motor vehicles in transportation between places in a foreign country or between a place in one foreign country and a place in another foreign country, insofar as such transportation takes place in the United States, or for loss of or damage to property of others. The security for the protection of the public required by this section shall be maintained in effect at all times and shall be subject to the provisions of §§ 174.5, 174.6, 174.7, 174.8, 174.9 and 174.10: *Provided*, That the requirements of § 174.8 (a) shall be satisfied if the insurance or surety company, in addition to having been approved by this Commission, is legally authorized to issue policies or surety bonds in at least one of the States in the United States, or one of the Provinces in Canada, and has filed with this Commission the name and address of a person upon whom legal process may be served in each State in or through which the motor carrier operates. Such designation may from time to time be changed by like designation similarly filed, but shall be maintained during the effectiveness of any certificate of insurance or surety bond issued by the company, and thereafter with respect to any claims arising during the effectiveness of such certificate or bond.

It is further ordered, That this order shall become effective January 1, 1959, and shall remain in effect until it is otherwise ordered by this Commission.

And it is further ordered, That notice of this order shall be given to the public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing with the Director, Federal Register Division.

(49 Stat. 546, as amended, 49 U. S. C. 304. Interprets or applies sec. 215, 49 Stat. 557; 49 U. S. C. 315)

By the Commission, Division 1.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 58-10601; Filed, Dec. 23, 1958; 8:51 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[9 CFR Part 27]

IMPORTED PRODUCTS

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given in accordance with section 4 (a) of the Administrative Procedure Act (5 U. S. C. 1003 (a)) that the Department of Agriculture is considering amending § 27.2 of the Federal Meat Inspection Regulations (9 CFR 27.2) issued under section 306 of the Tariff Act of 1930 (19 U. S. C. 1306) by removing Honduras from the list of countries specified therein from which certain product (meat, meat food product, and meat byproduct) may be imported into the United States as provided in said regulations.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendment may do so by filing them with the Director of the Meat Inspection Division, Agricultural Research Service, U. S. Department of Agriculture, Washington 25, D. C., within fifteen days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D. C., this 19th day of December 1958.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 58-10613; Filed, Dec. 23, 1958; 8:54 a. m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 164]

CERTIFICATION OF BATCHES OF DRUGS COMPOSED WHOLLY OR PARTLY OF INSULIN

NOTICE OF PROPOSAL TO AMEND LABELING REQUIREMENTS

The Commissioner of Food and Drugs, in accordance with the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 506, 701, 55 Stat. 851, 52 Stat. 1055, as amended; 21 U. S. C. 356, 371), and pursuant to authority delegated to him by the Secretary of Health, Education, and Welfare (23 F. R. 9500), proposes to amend the regulations for the certification of batches of drugs composed wholly or partly of insulin in the manner set forth below, so as to require the expiration date to appear on the label of the immediate container. All interested persons are invited to file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D. C., within 30 days from the date of publication of this notice in the FEDERAL REGISTER, written comments on this proposal. Such comments should be filed in quintuplicate.

It is proposed to amend § 164.6 *Labeling* in the following respects:

1. By deleting paragraph (a) (3) and substituting therefor the following new subparagraph:

(a) * * *

(3) The statement "Expiration date ----------," the blank being filled in with the date on which the certificate

applicable to such batch expires with respect to such package, as provided in § 164.4 (b) (1) or (2).

2. By changing paragraph (b) to read as follows:

(b) On the outside container or wrapper of the retail package, the statement "Keep in a cold place, avoid freezing."

Dated: December 18, 1958.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 58-10606; Filed, Dec. 23, 1958; 8:52 a. m.]

ALASKA GAME COMMISSION

[50 CFR Parts 46, 201, 202]

ALASKA WILDLIFE PROTECTION

NOTICE OF PROPOSED RULE MAKING

Pursuant to section 4 (a) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 237), notice is hereby given that under authority contained in section 9 of the Alaska Game Law of January 13, 1925, as amended (48 U. S. C. 198), the Alaska Game Commission proposes to recommend for adoption, by the Secretary of the Interior, of amendments to Part 46, Title 50, Code of Federal Regulations which will:

(a) Effect such adjustments in the open and closed seasons, bag limits, authorized methods or means of taking and provisions for possession, transportation, sale or purchase, for game and fur animals, birds and game fishes in Alaska for the year beginning July 1, 1959, as current information available or presented to it may determine necessary or advisable.

(b) In relation to the present emergency closure provisions, enable the Commission to extend or prescribe additional special open seasons, following regular published seasons on certain species of game animals, birds or fishes whenever, in the judgment of the Commission, such extensions or extra seasons should in the public interest be prescribed to accomplish an adequate harvest or prevent undue loss to best manage a particular species.

(c) If found by the Commission to be possible and proper, discontinue the issuance of the hunting, fishing, trapping and related licenses and permits presently required under section 10, subdivision (a) (b) (e) (g) and (h) of the Alaska Game Law (48 U. S. C. 199 (a) (b) (e) (g) and (h)). Such action would eliminate the present duplicity of Federal and territorial licenses and permit the State of Alaska to assume the complete licensing program effective July 1, 1959.

(d) Effect changes in existing regulations as necessary to define terms and management units, adjust or establish reserves, special licenses or permits, govern utilization and require inspection and reports or other matters related to the management of the game and fur animals, birds and game fishes in Alaska.

Under authority contained in sections 8 and 10 of the Alaska Game Law (48 U. S. C. 197 and 199 (m)), the Commission is considering an amendment to Part 201, Title 50, Code of Federal Regulations which would establish a reasonable period for retention of records required under that part; and to amend or revoke Part 202, Title 50, Code of Federal Regulations consistent with any change in licensing requirements which may result from (c) above.

Interested persons are hereby afforded an opportunity to participate in this rule making through submission of written data, views or arguments to the Executive Officer, Alaska Game Commission, P. O. Box 2021, Juneau, Alaska, on or before February 1, 1959. In addition, such persons may supplement their written views by presenting oral argument at a public hearing to be held by the Alaska Game Commission in the Federal Building, Juneau, Alaska, beginning at 9:00 a. m., February 4, 1959.

Dated: December 15, 1958.

[SEAL] DAN H. RALSTON,
Executive Officer,
Alaska Game Commission.

[F. R. Doc. 58-10574; Filed, Dec. 23, 1958; 8:47 a. m.]

NOTICES

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social Security Administration

HUNGARY

FINDING REGARDING FOREIGN SOCIAL INSURANCE AND PENSION SYSTEM

Section 202 (t) (2) of the Social Security Act (42 U. S. C. 402 (t) (2)) authorizes and requires the Secretary of Health, Education, and Welfare to find whether a foreign country has in effect a social insurance or pension system which is of general application in such country and under which periodic benefits, or the actuarial equivalent thereof, are paid on account of old age, retirement, or death, and individuals who are citizens of the United States but not citizens of such foreign country and who qualify for such benefits are permitted to receive such benefits or the actuarial equivalent thereof while outside such foreign country without regard to the duration of the absence.

Pursuant to authority duly vested in him by the Secretary of Health, Education, and Welfare, the Commissioner of Social Security has considered evidence presented by Hungary with respect to the social insurance or pension system of such country, from which evidence it appears that such country has a social insurance or pension system of general application in such country which pays periodic benefits, or the actuarial equivalent thereof, on account of old age, retirement, or death, but that under such social insurance or pension system citizens of the United States, not citizens of Hungary, who leave Hungary, are not permitted to receive such benefits or equivalent while outside that country.

Accordingly, it is hereby determined and found by the Commissioner of Social Security that Hungary does not meet the requirements of section 202 (t) (2) of the Social Security Act (42 U. S. C. 402 (t) (2)).

[SEAL] W. L. MITCHELL,
Acting Commissioner
of Social Security.

Approved: December 18, 1958.

ARTHUR S. FLEMMING,
Secretary of Health, Education,
and Welfare.

[F. R. Doc. 58-10607; Filed, Dec. 23, 1958; 8:53 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-114]

WILLIAM M. RICE INSTITUTE

NOTICE OF PROPOSED ISSUANCE OF FACILITY LICENSE

Please take notice that the Atomic Energy Commission proposes to issue a facility license to the William M. Rice Institute, substantially as set forth below, unless within fifteen days after the filing of this notice with the Federal Register Division a request for a formal hearing is filed with the Commission as provided by the Commission's rules of practice (10 CFR Part 2). The proposed license would authorize William M. Rice Institute to acquire and operate the nuclear reactor designated as Model AGN-211 Serial No. 101 at power levels not in excess of fifteen watts (thermal) on its campus in Houston, Texas. For further details see (1) the application submitted by the William M. Rice Institute and the amendments thereto and (2) a memorandum by the Division of Licensing and Regulation which summarizes the principal factors considered in reviewing the application for license, both on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D. C. A copy of item (2) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D. C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 18th day of December 1958.

For the Atomic Energy Commission.

H. L. PRICE,
Director, Division of
Licensing and Regulation.

PROPOSED UTILIZATION FACILITY LICENSE

1. William M. Rice Institute, Houston, Texas, filed an application dated July 31, 1958, and amendments thereto dated September 19, 1958, and December 2, 1958, (hereinafter together referred to as "the application") to acquire, possess and operate on its campus at Houston, Texas, a utilization facility designated as Model AGN-211, Serial No. 101 (hereinafter referred to as "the reactor") which is described in the application. The applicant also seeks authorization to receive and possess special nuclear material in connection with the operation of the reactor.

2. Pursuant to the Atomic Energy Act of 1954, as amended (hereinafter referred to as "the Act") and having considered the record in this matter, the Atomic Energy Commission (hereinafter referred to as "the Commission") finds that:

A. The reactor will operate in conformity with the application and in conformity with the Act and the rules and regulations of the Commission.

B. There is reasonable assurance that the reactor can be operated at the designated location without endangering the health and safety of the public.

C. William M. Rice Institute is technically and financially qualified to operate the reactor and to assume financial responsibility for payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time.

4. This license shall be deemed to contain and be subject to the conditions specified in § 50.54 of Part 50 and § 70.32 of Part 70, and to be subject to all applicable provisions of the Act and to the rules, regulations and orders of the Commission now or hereafter in effect, and to the additional conditions specified below:

A. William M. Rice Institute shall not operate the reactor at power levels in excess of fifteen watts thermal without previous authorization from the Commission.

B. The reactor shall not be operated with any instrumentation which permits bypassing of any of the scram signals.

C. In addition to those otherwise required under this license and applicable regulations the William M. Rice Institute shall keep the following records:

(1) Reactor operating records, including power levels.

(2) Records of in-pile irradiations.

(3) Records showing radioactivity released or discharged into the air or water beyond the effective control of William M. Rice Institute as measured at the point of such release or discharge.

(4) Records of emergency reactor scrams, including reasons for emergency shutdowns.

D. William M. Rice Institute shall immediately report to the Commission in writing any indication or occurrence of a possible unsafe condition relating to the operation of the reactor.

5. This license is effective as of the date of issuance and shall expire twenty years therefrom.

Date of Issuance:

For the Atomic Energy Commission.

[F. R. Doc. 58-10569; Filed, Dec. 23, 1958; 8:46 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-6495, etc.]

LOUIS CROUCH ET AL.

NOTICE OF APPLICATIONS AND DATE OF HEARING

DECEMBER 17, 1958.

In the matters of Louis Crouch, Docket No. G-6495; Northern Natural Gas Producing Company, Docket No. G-10184; Tidewater Oil Company, Docket No. G-10393; Crown Central Petroleum Corporation, et al., Docket No. G-10666; DeKalb Agricultural Association, Inc., Docket No. G-11103.

Take notice that the persons listed below (Applicants) filed in above-captained proceedings separate applications for certificates of public convenience and necessity, pursuant to section 7 (c) of the Natural Gas Act, authorizing Applicants to render service as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the applications which are on file with the Commission and open for public inspection.

Applicants propose to sell natural gas in interstate commerce from production of certain units, leases or acreage to various purchasers for resale as tabulated below.

Docket No.	Date filed	Applicant and address	Source of gas	Purchaser
G-6495	Nov. 29, 1954	Louis Crouch, Box 687 Lockhart, Tex.	Tunstill Field, Loving and Reeves Counties, Tex.	Pecos Petroleum Company.
G-10184	Apr. 2, 1956	Northern Natural Gas Producing Company, 2223 Dodge Street, Omaha 1, Nebr.	Calvary Creek Field, Clark County, Kans.	Northern Natural Gas Company.
G-10393	May 11, 1956	Tidewater Oil Company, P. O. Box 1404 Houston 1, Tex.	Leleux Field, Vermilion Parish, La.	Transcontinental Gas Pipe Line Corporation.
G-10666	June 28, 1956	Crown Central Petroleum Corporation, Drilling and Exploration Company, Inc. and Harry Hurt, 412 Niels Esperson Bldg., Houston, Tex.	Kaplan Field, Vermilion Parish, La.	Transcontinental Gas Pipe Line Corporation.
G-11103	Sept. 17, 1956	DeKalb Agricultural Association, Inc., 306 Lubbock National Bank Building, Lubbock, Tex.	Hugoton Field, Hansford and Sherman Counties, Tex.	Phillips Petroleum Company.

Docket No. G-6495 as described above covers a sale made on and since June 7, 1954.

These matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 13, 1959, at 9:30 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 8, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10587; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-9860]

NEW YORK STATE NATURAL GAS CORP.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 17, 1958.

Take notice that New York State Natural Gas Corporation (Applicant), a New York corporation with principal place of business at 2 Gateway Center, Pittsburgh 22, Pennsylvania, filed an application on January 10, 1956 in the above-captioned proceeding for a certificate of public convenience and necessity, pursuant to section 7 (c) of the Natural Gas Act, authorizing Applicant to render service as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the application which is on file with the Commission and open for public inspection.

Applicant proposes to construct and operate approximately 27 miles of 20-inch transmission line extending from a point of connection with the southern terminus of its existing 20-inch transmission line No. 280 near the Benezette area of the Driftwood Gas Pool, Elk County, Pennsylvania, to the Luthersburg Field, Clearfield County, Pennsylvania. The proposed facilities will be used for the purpose of taking gas produced and purchased by Applicant in the Luthersburg Field. The estimated cost of the proposed facilities is $1,538,000 which will be financed by Applicant from available company funds and from funds obtained through the issuance of securities to its parent corporation, the Consolidated Natural Gas Company. This additional gas supply will be used by Applicant for the purpose of meeting the continued growth in its existing markets. The total recoverable reserves estimated by Applicant to be available to it from the Luthersburg Field is 149,000,000 Mcf. Applicant also states that the instant proposal will provide for a more flexible and economic over-all supply because of the location of this gas field.

This matter is one that should be disposed of under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 13, 1959, at 9:30 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 8, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10588; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-13096]

GREAT LAKES NATURAL GAS CORP. AND GREAT LAKES OIL & CHEMICAL CO.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 17, 1958.

On August 19, 1957, Great Lakes Oil & Chemical Company (Chemical), a Michigan corporation with its principal place of business in Los Angeles, California, and Great Lakes Natural Gas Corporation (Natural), a subsidiary of Chemical, filed a joint application in Docket No. G-13096, pursuant to section 7 of the Act, for authorization to abandon and render service as hereinafter described, subject to the jurisdiction of the Commission, all as more fully described in the application which is on file with the Commission and open to public inspection.

The Applicants seek authorization as follows:

(1) Chemical to abandon its sales of natural gas to El Paso Natural Gas Company (El Paso) from the Largo Field, Blanco-La Plata Pool, San Juan County, New Mexico, covered by contracts dated April 9, 1951, as amended, and December 11, 1951, as amended, on file as Great Lakes Oil & Chemical Company, FPC Gas Rate Schedules Nos. 1 and 2, as supplemented respectively. Said sales were authorized on August 20, 1956 in Docket No. G-7255.

(2) Natural to continue the services to El Paso proposed to be abandoned by Chemical.

The application states that as of June 20, 1957, Chemical conveyed all of its right, title and interest in and to its leases in the San Juan Basin and the production of gas therefrom to Natural.

By the Commission's order issued August 20, 1956, In the Matters of Butler Johnson Service Corporation, et al., Docket Nos. G-7247, et al., Chemical was granted a certificate of public convenience and necessity in Docket No. G-7255, authorizing the sales now proposed to be abandoned.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 20, 1959, at 9:30 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceeding pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 12, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10589; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-17165]

SANTA ROSA GAS CO.

ORDER FOR HEARING AND SUSPENDING PROPOSED CHANGE IN RATES

DECEMBER 17, 1958.

Santa Rosa Gas Company (Operator) (hereinafter referred to as Santa Rosa) on November 17, 1958, tendered for filing a proposed change in its presently effective rate schedule for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes increased rates and charges, is contained in the following designated filing:

Description: Notice of Change, undated.
Purchaser: El Paso Natural Gas Company.
Rate schedule designation: Supplement No. 1 to its FPC Gas Rate Schedule No. 1.
Effective date: December 18, 1958 (effective date is the first day after expiration of the required thirty days' notice).

In support of the proposed increased rate Santa Rosa relies upon the favored-nation provision of its contract with El Paso and states that the proposed rate is less than the market value of similar gas in the same area and that the increase is necessary to encourage exploration and development.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that Supplement No. 1 to Santa Rosa's FPC Gas Rate Schedule No. 1 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 1 to Santa Rosa's FPC Gas Rate Schedule No. 1.

(B) Pending such hearing and decision thereon, said supplement be and hereby is suspended and the use thereof deferred until May 18, 1959, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested state commissions may participate as provided by §§ 1.8 and 1.37 (f) of the the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10591; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-14456]

HARPER OIL CO.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 17, 1958.

Take notice that on February 10, 1958, Harper Oil Company, Operator (Applicant), filed an application, pursuant to section 7 (b) of the Natural Gas Act, for authorization to abandon service to Cities Service Gas Company (Cities

Service) from certain acreage in Oklahoma County, Oklahoma, covered by a gas sales contract dated July 23, 1953, as amended, between Harper-Turner Oil Company (Harper-Turner), Applicant's predecessor in interest, as seller, and Cities Service, as buyer, on file as Harper Oil Company (Operator), et al., FPC Gas Rate Schedule No. 1, subject to the jurisdiction of the Commission, all as more fully described in the application on file with the Commission and open to public inspection.

Applicant produces a portion of the subject gas and purchases other gas in the field under "percentage sale" arrangements, and processes such gas in its gasoline plant prior to delivery to Cities Service.

Applicant proposes to abandon service to Cities Service for the reason that Applicant's gasoline plant operates at a lower pressure than the working pressure (500 psig minimum) in Cities Service's transmission line, thus requiring additional compressor facilities in order to inject the gas into said line. Applicant states it, therefore, negotiated an intrastate sale under a five-year contract dated December 18, 1957, with Oklahoma Resources Development Company (Resources), which has contracted to resell the gas to Oklahoma Gas and Electric Company for the operation of the latter's Mustang Power Plant. The contract between Applicant and Resources provides for a maximum delivery pressure of 350 psig.

Applicant states it was authorized on December 10, 1957, in Docket No. G-11567 to continue the service to Cities Service from the acreage involved herein, which service had theretofore been rendered by Applicant's predecessor in interest, Harper-Turner.

Cities Service, on September 2, 1958, filed a letter dated August 29, 1958, stating therein that it is opposed to the proposed termination of service by Applicant.

This matter should be heard and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 26, 1959, at 10 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 12, 1959.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10590; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-17267]

PHILLIPS PETROLEUM CO.

ORDER FOR HEARING AND SUSPENDING PROPOSED CHANGE IN RATE

DECEMBER 17, 1958.

Phillips Petroleum Company (Phillips) on November 17, 1958, tendered for filing a proposed change in its presently effective rate schedule[1] for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of Change, dated November 14, 1958.

Purchaser: Southern Natural Gas Company.

Rate schedule designation: Supplement No. 5 to Phillip's FPC Gas Rate Schedule No. 301.

Effective date: December 18, 1958 (effective date is the first day following expiration of statutory notice).

In support of the favored-nation rate increase, Phillips calls attention to the data in Exhibit No. 324 in Docket G-1148, et al., states that the price proposed is less than that of competing fuels and that the proposed price compares favorably with others in the area.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change and that Supplement No. 5 to Phillip's FPC Gas Rate Schedule No. 301 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 5 to Phillip's FPC Gas Rate Schedule No. 301.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred until May 18, 1959, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended nor the rate schedule sought to be altered thereby shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10593; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-17266]

SHELL OIL CO.

ORDER FOR HEARING AND SUSPENDING PROPOSED CHANGE IN RATE

DECEMBER 17, 1958.

Shell Oil Company (Shell) on November 17, 1958, tendered for filing a proposed change in its presently effective rate schedule[1] for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of Change, dated November 14, 1958.

Purchaser: Texas Eastern Transmission Corporation.

Rate schedule designation: Supplement No. 11 to Shell's FPC Gas Rate Schedule No. 4.

Effective date: December 18, 1958 (effective date is the first day after expiration of the required 30 days notice).

Shell proposes a favored-nation rate increase based on the redetermined rates paid by Texas Eastern to other producers in the area.

The increased rate and charge so proposed has not been shown to be just, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that Supplement No. 11 to Shell's FPC Gas Rate Schedule No. 4 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 11 to Shell's FPC Gas Rate Schedule No. 4.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred until May 18, 1959, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended nor the rate schedule sought to be altered thereby shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

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[1] Supplement No. 3 to Phillip's FPC Gas Rate Schedule No. 301 is in effect subject to refund in Docket No. G-15596.

[1] Supplement No. 10 to Shell's FPC Gas Rate Schedule No. 4 is currently in effect subject to refund in Docket No. G-14926.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10592; Filed, Dec. 23, 1958; 8:49 a. m.]

[Docket No. G-17268]

UNION OIL AND GAS CORPORATION OF LOUISIANA ET AL.

ORDER FOR HEARING AND SUSPENDING PROPOSED CHANGES IN RATES

DECEMBER 17, 1958.

Union Oil and Gas Corporation of Louisiana (Operator) et al. (Union Oil) on November 17, 1958, tendered for filing proposed changes in its presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are contained in the following designated filings:

Description: Notices of Change, dated November 14, 1958.

Purchaser: Tennessee Gas Transmission Company.

Rate schedule designation: Supplement No. 1 to Union Oil's FPC Gas Rate Schedule No. 6. Supplement No. 1 to Union Oil's FPC Gas Rate Schedule No. 7.

Effective date: January 1, 1959 (effective date is the effective date proposed by Union Oil).

In support of the proposed redetermined rate increase, Union Oil cites the contract price redetermination provisions, submits copies of Tennessee Gas Transmission Company's redetermination letter and states that the contracts resulted from bona fide arm's-length bargaining and that the increased price is just and reasonable. Union Oil also cites higher increased rates in the area which are in effect subject to refund and higher rates for initial services which have been certificated but sales have not commenced. Union Oil states that without some assurance that it would receive the going market price through the terms of the contracts it would not have committed the gas for such long terms.

The increased rates and charges so proposed have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed changes, and that Supplements No. 1 to Union Oil's FPC Gas Rate Schedules Nos. 6 and 7, respectively, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in Supplements No. 1 to Union Oil's FPC Gas Rate Schedules Nos. 6 and 7, respectively.

(B) Pending such hearing and decision thereon, said supplements be and they are each hereby suspended and the use thereof deferred until June 1, 1959, and until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended nor the rate schedules sought to be altered thereby shall be changed until this proceeding has been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10594; Filed, Dec. 23, 1958; 8:50 a. m.]

[Docket No. E-6856]

COMMUNITY PUBLIC SERVICE CO.

NOTICE OF APPLICATION

DECEMBER 17, 1958.

Take notice that on December 12, 1958, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Community Public Service Company ("Applicant"), a corporation organized under the laws of the State of Delaware and doing business in the States of New Mexico and Texas, with its principal business office at Fort Worth, Texas, seeking an order authorizing the issuance of 410,624 additional shares of capital stock of $10 par value per share. Applicant has presently 821,247 shares of its capital stock of $10 par value per share outstanding and proposes by amendment of its certificate of incorporation through action by the stockholders at a special meeting on January 27, 1959, to increase the authorized capital stock from 1,250,000 shares to 2,000,000 shares and to reclassify the capital stock on a three for two basis. The effect of the proposed amendment and issuance of capital stock will be to change the issued and outstanding 821,247 shares into 1,231,871 shares of $10 par value per share and to have 768,129 shares of capital stock of $10 par value per share authorized but unissued. The aforementioned additional shares of capital stock are to be issued pro rata to Applicant's existing shareholders on a three for two basis. The purpose of the issue is to restate capital by transferring certain funds from the capital surplus and restricted and unrestricted earned surplus accounts to the capital account. Applicant also states the proposed action will increase the marketability of the capital stock and thereby benefit the stockholders and Applicant on future financing.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 14th day of January 1959, file with the Federal Power Commission, Washington 25, D. C., petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10595; Filed, Dec. 23, 1958; 8:50 a. m.]

[Project No. 2255]

NEKOOSA-EDWARDS PAPER CO.

NOTICE OF APPLICATION FOR LICENSE

DECEMBER 18, 1958.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U. S. C. 791a-825r) by Nekoosa-Edwards Paper Company of Port Edwards, Wisconsin, for license for a constructed hydro-electric development, designated as Project No. 2255, situated on the Wisconsin River, navigable waters of the United States, in Wood County, Wisconsin.

The project consists of a dam comprising a timber crib emergency overflow with 3½ foot flashboards installed, a concrete gated spillway section, a concrete guard lock section, and a powerhouse section in a side channel downstream from the guard locks; a reservoir with water surface at the dam at elevation 975.4 feet (USGS datum) and covering approximately 250 acres; hydraulic installation of 3,200 kilowatts (5100 horsepower) in six units with provision for a future unit; a 14.4 kilovolt transmission line about 2.3 miles long from the powerhouse to applicant's Port Edwards paper mill; and appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day on which protests or petitions may be filed is January 23, 1959. The application is on file with the Commission for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10596; Filed, Dec. 23, 1958; 8:50 a. m.]

[Docket Nos. G-8341, G-8342]

PHILLIPS PETROLEUM CO.

NOTICE OF APPLICATION AND DATE OF HEARING

DECEMBER 18, 1958.

Take notice that Phillips Petroleum Company (Applicant), an independent producer with its principal place of business in Bartlesville, Oklahoma, filed, on January 14, 1955, applications for certificates of public convenience and necessity, pursuant to section 7 (c) of the Natural Gas Act, authorizing the Applicant to sell natural gas as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the applications which are on file with the Commission and open to public inspection.

Applicant proposes to sell natural gas to El Paso Natural Gas Company from production in the Hobbs (G-8341) and Vacuum (G-8342) Fields, Lea County, New Mexico, for resale in interstate commerce, pursuant to a contract dated September 20, 1949, as amended, which is on file with the Commission as Phillips Petroleum Company's FPC Gas Rate Schedule No. 243 as supplemented. These sales were made on and since June 7, 1954. Beginning as of January 1, 1955, El Paso commenced taking the gas in interstate commerce. Prior thereto El Paso resold the gas in intrastate commerce for consumption in the State of New Mexico.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on January 22, 1959 at 9:30 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such applications: *Provided, however*, That the Commission may, after a noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 7, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-10597; Filed, Dec. 23, 1958; 8:50 a. m.]

DEPARTMENT OF COMMERCE

Business and Defense Services Administration

FOREIGN EXCESS PROPERTY OFFICER

APPOINTMENT AND DELEGATION OF AUTHORITY

DECEMBER 18, 1958.

Pursuant to the Authority contained in Department Order No. 152 (Revised) dated September 22, 1958, 23 F. R. 7951, I hereby appoint Thomas E. Drumm, Jr. as Foreign Excess Property Officer, with power to make determinations as to whether importations of foreign excess property would relieve domestic shortages or would otherwise be beneficial to the economy of this country. The authority hereby delegated shall be exercised in conformity with the provisions of Foreign Excess Property Order No. 1, 44 CFR Part 401.

H. HERBERT HUGHES,
Acting Administrator.

[F. R. Doc. 58-10572; Filed, Dec. 23, 1958; 8:46 a. m.]

Office of the Secretary

GEORGE L. WILSON

STATEMENT OF CHANGES IN FINANCIAL INTERESTS

In accordance with the requirements of section 710 (b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER of May 5, 1956, 21 F. R. 3030; November 1, 1956, 21 F. R. 8372; May 14, 1957, 22 F. R. 3396; November 20, 1957, 22 F. R. 9263; May 21, 1958, 23 F. R. 3461:

A. Deletions: Lily-Tulip Cup Corp.

B. Additions: Executive Vice-President, Old Town Pulp Products, Inc. (Subsidiary of Lily-Tulip Cup Corp.), Radio Corporation of America, Royal Dutch Petroleum.

This statement is made as of October 20, 1958.

Dated: December 9, 1958.

GEORGE L. WILSON.

[F. R. Doc. 58-10573; Filed, Dec. 23, 1958; 8:47 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[California No. 552]

CALIFORNIA

SMALL TRACT CLASSIFICATION ORDER

DECEMBER 15, 1958.

1. Pursuant to authority delegated to me by the California State Supervisor, Bureau of Land Management, under Part II, Document 4, California State Office, dated November 19, 1954 (19 F. R. 7697), I hereby classify under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U. S. C. 682a) as amended, the following described public lands totaling 180 acres in Kern County, California for lease and sale for residence purposes only:

MOUNT DIABLO MERIDIAN

T. 26 S., R. 32 E.,
  Sec. 15: W½NW¼, SW¼SW¼;
  Sec. 16: SE¼NE¼, S½SE¼SE¼.

subdivided into 72 tracts, 10 of which are covered by applications from persons entitled to preference under 43 CFR 257.5 (a).

2. Classification of the above described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to applications under the mineral leasing laws.

3. The lands are located on what is called Wagy Flat and approximately 4½ miles by road west of Lake Isabella. The "Brown's Mill Road", a public road sporadically maintained by Kern County passes only through the southerly part of the SW¼NW¼ of Section 15 and the southwest part of the SE¼NE¼ of Section 16.

The lands are too rough and mountainous for cultivation and primarily are used for grazing. Sequoia National Forest is about 1 mile west of the SE¼NE¼ of Section 16.

There are no large permanent streams or springs on or near the lands.

The soil is a decomposed granite which supports a cover of live oak, digger pine, big sage brush, manzanita and various annual grasses.

The lands are about 8 miles northwest of Kernville, California, where most ordinary community facilities, such as schools, churches, grocery, hardware and building supplies are available.

4. The individual tracts are square in shape, 330′ x 330′ in size, and contain 2½ acres, more or less. The appraised value of the tracts and advance three years rental for lease and sale option are listed below. The tracts will be subject to all existing rights-of-way and to rights-of-way for road purposes and public utilities as described below. All minerals in the lands will be reserved to the United States.

Item No.	Description	Location of right-of-way	Advance rental	Appraised price
		Sec. 15, T. 26 S., R. 32 E.		
1	NE¼NE¼NW¼NW¼	16½' N & E boundaries	$30.00	$325.00
2	NW¼NE¼NW¼NW¼	16½' N & W boundaries	30.00	325.00
3	SW¼NE¼NW¼NW¼	16½' W boundary	30.00	325.00
4	SE¼NE¼NW¼NW¼	16½' E boundary	30.00	325.00
5	NE¼NW¼NW¼NW¼	16½' N & E boundaries	30.00	375.00
6	NW¼NW¼NW¼NW¼	16½' N boundary	30.00	375.00
	NW¼NW¼NW¼NW¼	33' W boundary		
7	SW¼NW¼NW¼NW¼	33' W boundary	30.00	375.00
8	SE¼NW¼NW¼NW¼	16½' E boundary	30.00	375.00
9	NE¼SW¼NW¼NW¼	16½' E boundary	30.00	375.00
10	NW¼SW¼NW¼NW¼	33' W boundary	30.00	375.00
11	SW¼SW¼NW¼NW¼	33' W boundary	30.00	375.00
	SW¼SW¼NW¼NW¼	16½' S boundary		
12	SE¼SW¼NW¼NW¼	16½' E & S boundaries	30.00	375.00
13	NE¼SE¼NW¼NW¼	16½' E boundary	30.00	325.00
14	NW¼SE¼NW¼NW¼	16½' W boundary	30.00	325.00
15	SW¼SE¼NW¼NW¼	16½' S & W boundaries	30.00	325.00
16	SE¼SE¼NW¼NW¼	16½' E & S boundaries	30.00	325.00
17	NE¼NE¼SW¼NW¼	16½' N & E boundaries	30.00	375.00
18	NW¼NE¼SW¼NW¼	16½' N & W boundaries	30.00	375.00
19	SW¼NE¼SW¼NW¼	16½' W boundary	30.00	375.00
20	SE¼NE¼SW¼NW¼	16½' E boundary	30.00	375.00
21	NE¼NW¼SW¼NW¼	16½' N & E boundaries	30.00	375.00
22	NW¼NW¼SW¼NW¼	16½' N & W boundaries	30.00	375.00
23	SW¼NW¼SW¼NW¼	16½' W boundary	30.00	375.00
24	SE¼NW¼SW¼NW¼	16½' E boundary	30.00	375.00
25	NE¼SW¼SW¼NW¼	16½' E boundary	30.00	375.00
26	NW¼SW¼SW¼NW¼	16½' W boundary	30.00	375.00
27	SW¼SW¼SW¼NW¼	16½' W boundary	30.00	375.00
	SW¼SW¼SW¼NW¼	33' S boundary		
28	SE¼SW¼SW¼NW¼	16½' E boundary	30.00	375.00
	SE¼SW¼SW¼NW¼	33' S boundary		
29	NE¼SE¼SW¼NW¼	16½' E boundary	30.00	375.00
30	NW¼SE¼SW¼NW¼	16½' W boundary	30.00	375.00
31	SW¼SE¼SW¼NW¼	33½' S boundary	30.00	375.00
	SW¼SE¼SW¼NW¼	16½' W boundary		
32	SE¼SE¼SW¼NW¼	16½' E boundary	30.00	375.00
	SE¼SE¼SW¼NW¼	33' S boundary		
33	NE¼NE¼SW¼SW¼	33' N boundary	30.00	325.00
	NE¼NE¼SW¼SW¼	16½' S boundary		
34	NW¼NE¼SW¼SW¼	33½' N boundary	30.00	325.00
	NW¼NE¼SW¼SW¼	16½' W boundary		
35	SW¼NE¼SW¼SW¼	16½' W boundary	30.00	325.00
36	SE¼NE¼SW¼SW¼	16½' E boundary	30.00	325.00
37	NE¼NW¼SW¼SW¼	33' N boundary	30.00	325.00
	NE¼NW¼SW¼SW¼	16½' E boundary		
38	NW¼NW¼SW¼SW¼	33' N & W boundaries	30.00	325.00
39	SW¼NW¼SW¼SW¼	33' W boundary	30.00	325.00
40	SE¼NW¼SW¼SW¼	16½' E boundary	30.00	325.00
41	NE¼SW¼SW¼SW¼	16½' E boundary	30.00	325.00
42	NW¼SW¼SW¼SW¼	16½' W boundary	30.00	325.00
43	SW¼SW¼SW¼SW¼	16½' W & S boundaries	30.00	325.00
44	SE¼SW¼SW¼SW¼	16½' E & S boundaries	30.00	325.00
45	NE¼SE¼SW¼SW¼	16½' E boundary	30.00	325.00
46	NW¼SE¼SW¼SW¼	16½' W boundary	30.00	325.00
47	SW¼SE¼SW¼SW¼	16½' S & W boundaries	30.00	325.00
48	SE¼SE¼SW¼SW¼	16½' E & S boundaries	30.00	325.00
		Sec. 16, T. 26 S., R. 32 E.		
[1] 49	NE¼NE¼SE¼NE¼	16½' E & S boundaries	30.00	375.00
50	NW¼NE¼SE¼NE¼	16½' S boundary	30.00	375.00
51	SW¼NE¼SE¼NE¼	16½' N boundary	30.00	375.00
[1] 52	SE¼NE¼SE¼NE¼	16½' N & E boundaries	30.00	375.00
[1] 53	NE¼NW¼SE¼NE¼	16½' S boundary	30.00	375.00
54	NW¼NW¼SE¼NE¼	16½' S boundary	30.00	375.00
55	SW¼NW¼SE¼NE¼	16½' N boundary	30.00	375.00
56	SE¼NW¼SE¼NE¼	16½' N boundary	30.00	375.00
[1] 57	NE¼SW¼SE¼NE¼	16½' S boundary	30.00	375.00
[1] 58	NW¼SW¼SE¼NE¼	16½' S boundary	30.00	375.00
59	SW¼SW¼SE¼NE¼	16½' N boundary	30.00	375.00
60	SE¼SW¼SE¼NE¼	16½' N boundary	30.00	375.00
[1] 61	NE¼SE¼SE¼NE¼	16½' E & S boundaries	60.00	375.00
[1] 62	NW¼SE¼SE¼NE¼	16½' S boundary	30.00	375.00
63	SW¼SE¼SE¼NE¼	16½' N boundary	30.00	375.00
64	SE¼SE¼SE¼NE¼	16½' N & E boundaries	30.00	375.00
[1] 65	NE¼SW¼SE¼SE¼	16½' S boundary	30.00	325.00
66	NW¼SW¼SE¼SE¼	16½' S boundary	30.00	325.00
67	SW¼SW¼SE¼SE¼	16½' N boundary	30.00	325.00
68	SE¼SW¼SE¼SE¼	16½' N boundary	30.00	325.00
[1] 69	NE¼SE¼SE¼SE¼	16½' E & S boundaries	30.00	325.00
70	NW¼SE¼SE¼SE¼	16½' S boundary	30.00	325.00
71	SW¼SE¼SE¼SE¼	16½' N boundary	30.00	325.00
[1] 72	SE¼SE¼SE¼SE¼	16½' N & E boundaries	30.00	325.00

[1] Covered by applications from persons entitled to preference under 43 CFR 257.5 (a).

5. Leases will be issued for a term of three years and will contain an option to purchase in accordance with 43 CFR 257.13. Lessees who comply with the general terms and conditions of their leases will be permitted to purchase their tracts at the price listed above providing that during the period of their leases they either (a) construct the improvements specified in paragraph 7 or (b) file a copy of an agreement in accordance with 43 CFR 257.13 (d). Leases will be renewable at the discretion of the Bureau of Land Management and the renewal lease will be subject to such terms and conditions as are deemed necessary in light of the circumstances and the regulations existing at the time of the renewal. However, a lease will not be renewable unless failure to construct the required improvements is justified under the circumstances and non-renewal would work an extreme hardship on the lessee.

6. Persons who have previously acquired a tract under the Small Tract Act are not qualified to secure a tract at the drawing unless they can make a showing satisfactory to the Bureau of Land Management that the acquisition of another tract is warranted in the circumstances.

7. The improvements referred to in paragraph 5 above must conform with health, sanitation, and construction requirements of local ordinances and must, in addition, meet the following standards. The home must be suitable for year-round use, on a permanent foundation, and with a minimum of 400 square feet of floor space. The homes must be built in a workmanlike manner out of attractive properly finished materials. Adequate disposal and sanitary facilities must be installed. Masonry foundations, properly laid, will be accepted as a permanent foundation.

8. The lands are now open to filing of drawing-entry cards (Form 4-775) only by persons entitled to veterans' preference. In brief, persons entitled to such preference are (a) honorably discharged veterans who served in the armed forces of the United States for a period of at least 90 days after September 15, 1940, (b) surviving spouse or minor orphan children of such veterans, and (c) with the consent of the veteran, the spouse of living veterans. The 90-day requirement does not apply to veterans who were discharged on account of wounds or disability incurred in the line of duty or the surviving spouse or minor children of veterans killed in the line of duty. Drawing-entry cards (Form 4-775) are available upon request from the Manager, Land Office, 1000 California Fruit Building, Sacramento, California.

Drawing-entry cards will be accepted if filled out in compliance with the instructions on the form and with the above-named official prior to 10:00 a.m. April 21, 1959. A drawing will be held on that date or shortly thereafter. Any person who submits more than one card will be declared ineligible to participate in the drawing. Tracts will be assigned to entrants in the order that their names are drawn. All entrants will be notified of the results of the drawing. Successful entrants will be sent copies of the lease forms (Form 4-776), with instructions as to their execution and return and as to payment of fees and rentals.

9. All valid applications filed prior to December 15, 1958, will be granted the preference right provided for by 43 CFR 257.5 (a).

10. Inquiries concerning these lands shall be addressed to Manager, Land Office, 1000 California Fruit Building, Sacramento 14, California.

R. G. SPORLEDER,
Officer in Charge,
Northern Field Group,
Sacramento, California.

[F. R. Doc. 58-10576; Filed, Dec. 23, 1958; 8:47 a. m.]

[Group No. 400 and No. 405, California]

CALIFORNIA

NOTICE OF FILING OF PLATS OF SURVEY AND ORDER PROVIDING FOR THE OPENING OF PUBLIC LANDS

DECEMBER 15, 1958.

In Federal Register Document 58-6954; published on pages 6688-9 of the issue for

Thursday, August 28, 1958, in paragraph No. 1:

T. 17 N., R. 3 E., should read:

T. 18 N., R. 3 E.,

A retracement and reestablishment of a portion of the North boundary and subdivisional line designed to restore the corners in their true original locations according to the best available evidence.

Sec. 16, All;
Sec. 17, NE¼;
Sec. 21, N½.

T. 17 N., R. 4 E., should read:

T. 18 N., R. 4 E.,

A retracement and reestablishment of portions of the boundaries and subdivisional lines designed to restore the corners in their true original locations according to the best available evidence.

NOLAN F. KELL,
Manager, Land Office,
Los Angeles.

[F. R. Doc. 58-10577; Filed, Dec. 23, 1958; 8:47 a. m.]

Bureau of Reclamation

CURECANTI UNIT, COLORADO RIVER STORAGE PROJECT, COLORADO

FIRST FORM RECLAMATION WITHDRAWAL

By virtue of the authority vested in the Secretary of the Interior by section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U. S. C. 416), and pursuant to Departmental Order No. 2765 of July 30, 1954, I hereby withdraw the following-described lands from public entry under the first form of withdrawal:

NEW MEXICO PRINCIPAL MERIDIAN

T. 49 N., R. 2 W.,
  Sec. 22, N½SW¼;
  Sec. 23, NE¼SW¼ and N½SE¼;
  Sec. 24, NE¼SE¼ and S½SE¼;
  Sec. 27, E½SE¼;
  Sec. 30, lots 3 and 4;
  Sec. 32, NW¼NE¼;
  Sec. 33, N½NE¼ and NE¼NW¼;
  Sec. 34, NE¼NE¼ and NW¼NW¼.
T. 48 N., R. 3 W.,
  Sec. 1, lot 4;
  Sec. 2, lots 6 to 10, inclusive, 19, 22, 31, and 33;
  Sec. 3, lots 1, 5, 8, and 10, and N½SE¼;
  Sec. 7, lot 1;
  Sec. 18, lots 2, 3, and 4.
T. 49 N., R. 3 W.,
  Sec. 22, SE¼SE¼;
  Sec. 25, S½SE¼;
  Sec. 26, S½SW¼ and SW¼SE¼;
  Sec. 35, S½SE¼;
  Sec. 36, SE¼SW¼.
T. 48 N., R. 4 W.,
  Sec. 11, N½NE¼.
T. 49 N., R. 4 W.,
  Sec. 9, W½SW¼;
  Sec. 16, W½NW¼;
  Sec. 23, W½NW¼ and SW¼SW¼.
T. 48 N., R. 6 W.,
  Sec. 11, lots 1 and 2;
  Sec. 12, lot 4.
T. 49 N., R. 6 W.,
  Sec. 7, lot 4, SE¼SW¼ and SW¼SE¼;
  Sec. 19, lots 1 to 4, inclusive, and E½ and E½W½;
  Sec. 29, W½W½;
  Sec. 30, lots 1 to 4, inclusive, and E½ and E½W½;
  Sec. 31, lots 11 to 14, inclusive, and N½NE¼, SE¼NE¼, and NE¼NW¼;
  Sec. 32, lots 1 to 3, inclusive, 6 to 12, inclusive, and N½.
T. 48 N., R. 7 W.,
  Sec. 1, lots 13 and 14, and SW¼SE¼.
T. 49 N., R. 7 W.,
  Sec. 12, N½SW¼;
  Sec. 13, lots 1, 2, 6 to 11, inclusive, and 13 to 16, inclusive, and NW¼, NW¼SW¼, and S½SW¼;
  Sec. 14, SE¼NE¼ and E½SE¼;
  Sec. 23, E½NE¼ and NE¼SE¼;
  Sec. 24, lots 1 to 16, inclusive, and W½;
  Sec. 25, lots 1 to 4, inclusive, and lot 8.

The areas described aggregate 7,333.85 acres, including 80 acres in the Gunnison National Forest.

FLOYD E. DOMINY,
Associate Commissioner.

[Colorado 021956]

DECEMBER 18, 1958.

I concur.

The lands, other than the national forest lands, shall continue to be administered by the Bureau of Land Management until such time as they are needed for reclamation purposes.

EDWARD WOOZLEY,
Director,
Bureau of Land Management.

[F. R. Doc. 58-10578; Filed, Dec. 23, 1958; 8:48 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 248]

MOTOR CARRIER APPLICATIONS

DECEMBER 19, 1958.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers and by brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other procedural matters with respect thereto.

All hearings will be called at 9:30 o'clock a. m., United Standard Time, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 263 (Sub No. 99), filed October 21, 1958. Applicant: GARRETT FREIGHTLINES, INC., 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, P. O. Box 1554, Boise, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the off-route point of Stead Air Force Base, Nev., approximately 15 miles north of Reno, Nev., in connection with applicant's authorized regular route operations between Lovelock, Nev., and Sacramento, Calif., over U. S. Highway 40. Applicant is authorized to conduct operations in Washington, Oregon, Idaho, Montana, Wyoming, Colorado, Utah, Nevada, California and New Mexico.

HEARING: January 20, 1959, at the Nevada Public Service Commission, Carson City, Nev., before Joint Board No. 128.

No. MC 4405 (Sub No. 321), filed November 14, 1958. Applicant: DEALERS TRANSIT, INC., 12601 South Torrence Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *trailers, semi-trailers*, and *trailer and semi-trailer chassis*, other than those designed to be drawn by passenger automobiles, in initial movements, in truckaway and driveaway service, from Michigan City, Ind., to points in the United States; (2) *truck-tractors*, in secondary movements, by driveaway method, only when drawing trailers moving in initial movements in driveaway service from Michigan City, Ind., to points in Arizona, Nevada, Oregon, and Vermont; and (3) *cargo and shipping containers*, and *truck and trailer bodies*, from Michigan City, Ind., to points in the United States. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 3, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 8989 (Sub No. 178), filed November 21, 1958. Applicant: HOWARD SOBER, INC., 2400 West St. Joseph Street, Lansing, Mich. Applicant's attorney: Albert F. Beasley, Investment Building, 15th and K Street NW., Washington 5, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks*, and *buses*, as defined in *Descriptions of Motor Carrier Certificates*, in Ex Parte No. MC 45, in secondary movements, in truckaway service, between all points in the United States. Applicant indicates the service will be restricted to the transportation of vehicles manufactured or assembled at Bridgeport, Conn., Fort Wayne, Ind., or Springfield, Ohio. Applicant is authorized to conduct throughout the United States.

PRE-HEARING CONFERENCE: January 21, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Gerald F. Colfer. At the pre-hearing conference it is contemplated that the following matters will be discussed: (1) The issues generally with a view to their simplification; (2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting and opposing shipper testimony by verified statements; (3) The time and place or places of such hearing or hearings as may be agreed upon; (4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants; (5) The practicability of both applicant and the opposing carriers submitting in written form their *direct* testimony with respect to: (a) Their present operating authority, (b) Their corporate organizations if any, ownership and control, (c) Their fiscal data, (d) Their equipment, terminals, and other facilities; (6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and (7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

No. MC 30837 (Sub No. 249), filed November 24, 1958. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, an Ohio Corporation, 4519 76th Street, Kenosha, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks* and *buses* (as defined in Descriptions of Motor Carrier Certificates, Ex Parte MC-45), in secondary movements, by the truckaway method, between all points in the United States, restricted to the transportation of vehicles previously moved in initial movements from Bridgeport, Conn., Fort Wayne, Ind., and Springfield, Ohio. Applicant is authorized to conduct operations throughout the United States.

PRE-HEARING CONFERENCE: January 21, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Gerald F. Colfer. At the pre-hearing conference it is contemplated that the following matters will be discussed: (1) The issues generally with a view to their simplification; (2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting and opposing shipper testimony by verified statements; (3) The time and place or places of such hearing or hearings as may be agreed upon; (4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants; (5) The practicability of both applicant and the opposing carriers submitting in written form their *direct* testimony with respect to: (a) Their present operating authority, (b) Their corporate organizations if any, ownership and control, (c) Their fiscal data, (d) Their equipment, terminals, and other facilities; (6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and (7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

No. MC 30837 (Sub No. 250), filed December 10, 1958. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. Applicant's attorney: Paul F. Sullivan, 1821 Jefferson Place NW., Washington, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* (other than those designed to be drawn by passenger automobiles) in initial and secondary movements by both driveaway and truckaway methods, from Trexlertown and Wilkes-Barre, Pa., to points in the United States; (2) *Tractors*, in secondary driveaway movements, when moving in connection with trailers being transported by the driveaway method, from Trexlertown and Wilkes-Barre, Pa., to points in the United States. Applicant is authorized to conduct operations throughout the United States.

HEARING: February 3, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Charles H. Riegner.

No. MC 42487 (Sub No. 385), filed December 15, 1958. Applicant: CONSOLIDATED FREIGHTWAYS, INC., 2116 Northwest Savier Street, Portland, Oreg. Applicant's attorney: Williams B. Adams, Pacific Building, Portland 4, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities, including Class A and B explosives*, but excluding liquid petroleum products in bulk, between Reno, Nev., and Stead Air Force Base, Nev., from Reno over U. S. Highway 395 and connecting access roads to Stead Air Force Base, and return over the same route, serving no intermediate points. Applicant is authorized to conduct operations in Oregon, Washington, Idaho, California, North Dakota, Minnesota, Montana, and Utah.

HEARING: January 20, 1959, at the Nevada Public Service Commission, Carson City, Nev., before Joint Board No. 128.

No. MC 52657 (Sub No. 551), filed November 24, 1958. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors*, except truck tractors, with or without equipment attached thereto; *trailers*, other than those designed to be drawn by passenger automobiles; *tools, parts, and other equipment* designed for use in connection with and moving in combination loads with tractors, between Burlington, Iowa, and Churubusco, Ind., on the one hand, and, on the other, points in Ohio. *Commodities named above when moving as show equipment and displays*, from points in Ohio to Burlington, Iowa, and Churubusco, Ind. Applicant is authorized to conduct operations throughout the United States.

NOTE: Applicant states no duplication of existing or equipment authority is sought in this application.

HEARING: February 3, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 52709 (Sub No. 88), filed December 12, 1958. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's representative: Eugene St. M. Hamilton, same address as applicant. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities, including Class A and B explosives* but excluding commodities of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving Stead Air Force Base, Nev., as an off-route point in connection with applicant's authorized regular route operations to and from Reno, Nev. Applicant is authorized to conduct operations in Colorado, Wyoming, Iowa, Nebraska, California, Utah, Illinois, Missouri, and Nevada.

NOTE: Applicant states that Stead Air Force Base is in Washoe County, Nev., just north of Reno, its gate is on U. S. Highway 395 approximately 5 miles north of the north city limits of Reno.

HEARING: January 20, 1959, at the Nevada Public Service Commission, Carson City, Nev., before Joint Board No. 128.

No. MC 52869 (Sub No. 55), filed December 3, 1958. Applicant: NORTHERN TANK LINE, a corporation, 8 South Seventh Street, Miles City, Mont. Applicant's attorney: Robert N. Burchmore, 2106 Field Building, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in pressurized tank vehicles, from ports of entry near and at Fortuna, Ambrose, Kermit, Noonan, Portal, and Northgate on the International Boundary Line between the United States and Canada in North Dakota, to points in Montana, North Dakota, South Dakota, and Minnesota, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodity on return. Applicant is authorized to conduct similar operations in Minnesota, Montana, North Dakota, South Dakota, and Wyoming.

HEARING: February 12, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 69228 (Sub No. 14), filed November 24, 1958. Applicant: FUGATE & GIRTON DRIVEAWAY CO., INC., 1500 Mitchell Boulevard, Springfield, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks*, and *busses*, as defined in Descriptions in Motor Carrier Certificates in Ex Parte No. MC-45, in secondary movements, in truckaway service, between all points in the United States. Applicant indicates the service will be restricted to the transportation of vehicles manufactured or assembled at Bridgeport, Conn., Fort Wayne, Ind., or Springfield, Ohio. Applicant is authorized to conduct operations throughout the United States.

PRE-HEARING CONFERENCE: January 21, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Gerald F. Colfer. At the pre-hearing conference it is contemplated that the following matters will be discussed: (1) The issues generally with a view to their simplification; (2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting or opposing shipper testimony by verified statements; (3) The time and place or places of such hearing or hearings as may be agreed upon; (4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants; (5) The practicability of both applicant and the opposing carriers submitting in written form their *direct* testimony with respect to: (a) Their present operating authority, (b) Their corporate organizations if any, ownership and control, (c) Their fiscal data, (d) Their equipment, terminals, and other facilities; (6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and (7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

No. MC 69274 (Sub No. 2), filed November 4, 1958. Applicant: M & R TRANSPORTATION CO., INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Hartford, Conn., and junction U. S. Highway 20 and Massachusetts Highway 15 at or near Sturbridge, Mass., from Hartford over Connecticut Highway 15 to the Connecticut-Massachusetts State line, thence over Massachusetts Highway 15 to junction U. S. Highway 20 at or near Sturbridge, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between New York, N. Y., and Boston, Mass. Applicant is authorized to conduct regular route operations in Connecticut, Massachusetts, New Jersey, New York, and Rhode Island, and irregular route operations in the above-named States and in Pennsylvania.

HEARING: January 20, 1959, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 22, or, if the Joint Board waives its right to participate, before Examiner Lucian A. Jackson.

No. MC 87857 (Sub No. 42), filed December 1, 1958. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago 16, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Currency, coin* and *securities*, between Minneapolis, Minn., and points in the following counties in Wisconsin: Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Douglas, Dunn, Eau Claire, Florence, Forest, Iron, LaCrosse, Lincoln, Oneida, Pepin, Pierce, Price, Rusk, St. Croix, Sawyer, Taylor, Trempealeau, Vilas, and Washburn. Applicant is authorized to conduct operations in Alabama, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Montana, Nevada, New Hampshire, New Jersey, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and the District of Columbia.

HEARING: February 16, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Joint Board No. 142, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 93235 (Sub No. 3), filed November 12, 1958. Applicant: INDIANA TRUCKING, INC., 425 West Chicago Avenue, East Chicago, Ind. Applicant's attorney: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* (except liquid commodities), in bulk, in dump or self-unloading vehicles, between points in the Chicago, Ill., Commercial Zone, as defined by the Commission, and points in Indiana on and north of U. S. Highway 40. Applicant is authorized to conduct operations in Illinois and Indiana.

HEARING: January 28, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 21, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 95540 (Sub No. 293), filed October 1, 1958. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P. O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products, and articles distributed by meat packing houses*, as defined by the Commission, from St. Cloud, Minn., to points in Alabama, Florida, Georgia, and South Carolina. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: February 10, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 95540 (Sub No. 297), filed November 17, 1958. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products*, and *articles distributed by meat packing houses*, as defined by the Commission, from Burris, Tex., to points in Alabama, Delaware, Florida, Georgia, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, and Virginia. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: January 30, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 96950 (Sub No. 1), filed November 14, 1958. Applicant: LA SALLE FREIGHT COMPANY, a Corporation, 2317 Newton Avenue, San Diego 13, Calif. Applicant's attorney: Phil Jacobson, 510 West Sixth Street, Suite 723, Los Angeles 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, in minimum lots of 10,000 pounds, except commodities of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk requiring special tank equipment, between points in Los Angeles, Orange, and San Diego Counties, Calif., on the one hand, and, on the other, ports of entry at the International Boundary line between the United States and Mexico at or near San Ysidro and Tecate, Calif.

NOTE: Applicant has a BMC 75 Statement registered with this Commission under Docket No. MC 96950.

HEARING: February 3, 1959, at the Federal Building, Los Angeles, Calif., before Joint Board No. 304, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 103435 (Sub No. 82), filed November 24, 1958. Applicant: BUCKINGHAM TRANSPORTATION, INC., Omaha and West Boulevard, Rapid City, S. Dak. Applicant's attorney: Marion F. Jones, Suite 526 Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Class A and B explosives*, from, to and between points as are authorized in MC 103435 Sub 66 and MC 103435 Sub 69. Applicant is authorized to conduct operations in Minnesota, South Dakota, Iowa, Wyoming, Nebraska, Oklahoma, Montana, North Dakota, and Colorado.

NOTE: Applicant states that the purpose of this application is to remove the restriction against the transportation of Class A and B explosives in all commodity descriptions containing such restrictions in the above named certificates.

HEARING: February 13, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Joint Board No. 143, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 103880 (Sub No. 193), filed November 17, 1958. Applicant: PRO-

DUCERS TRANSPORT, INC., 224 Buffalo, New Buffalo, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids* and *liquid chemicals*, as defined in The Maxwell Co., Extension—Addyston, 63 M. C. C. 677, in bulk, in tank vehicles, from Chicago, Ill., and points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to points in Illinois. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: January 29, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 21, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 107107 (Sub No. 109), filed December 1, 1958. Applicant: ALTERMAN TRANSPORT LINES, INC., P. O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., Transportation Building, Washington 6, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by-products, dairy products,* and *articles distributed by meat packing houses*, from Danville, Ill., to points in Florida. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: January 29, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 107128 (Sub No. 16), filed September 12, 1953. Applicant: FAST FREIGHT, INC., 2612 West Morris Street, Indianapolis 21, Ind. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Minneapolis, Minn., and points in Michigan, to Indianapolis, Ind.; *paper napkins and paper articles* such as are used in restaurants and public institutions, from Menasha, Eau Claire, and Green Bay, Wis., to Indianapolis, Ind. Applicant is authorized to conduct operations in Kentucky, Indiana, Wisconsin, Illnois, Missouri, Ohio, Michigan, Iowa, Pennsylvania, and West Virginia.

Note: A proceeding has been instituted under Section 212 (c) in No. MC 107128 (Sub No. 10) to determine whether applicant's status is that of a common or contract carrier.

HEARING: February 9, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 108449 (Sub No. 72), filed August 21, 1958. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, dry, in bulk, from Winona, Minn., to points in Iowa, South Dakota, and Wisconsin. Applicant is authorized to conduct operations in Illinois, Iowa, Michigan, Minnesota, North Dakota, South Dakota, and Wisconsin.

HEARING: February 5, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 109584 (Sub No. 49), filed November 19, 1958. Applicant: ARIZONA-PACIFIC TANK LINES, a corporation, 717 North 21st Avenue, Phoenix, Ariz. Applicant's attorney: R. Y. Schureman, 639 South Spring Street, Los Angeles 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid calcium chloride*, in bulk, in tank vehicles, from Amboy, Calif., and points within thirty (30) miles thereof, including Amboy, to points in Arizona, and *rejected and contaminated shipments* of liquid calcium chloride, on return. Applicant is authorized to conduct operations in Utah, California, Idaho, Oregon, Washington, Nevada, Arizona, Colorado, Texas, and New Mexico.

HEARING: February 10, 1959, at the Federal Building, Los Angeles, Calif., before Joint Board No. 47, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 110505 (Sub No. 46), filed November 21, 1958. Applicant: RINGLE TRUCK LINES, INC., 601 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Georgia and South Carolina to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin, and *damaged or rejected shipments* of lumber on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: January 26, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 110505 (Sub No. 47), filed November 24, 1958. Applicant: RINGLE TRUCK LINES, INC., 601 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Roofing, building and insulating material*, from Joliet, Ill., to points in Tennessee on and west of U. S. Highway 231, and *damaged or rejected shipments* of the above-described commodities, on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: January 27, 1959, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Examiner Harold W. Angle.

No. MC 110505 (Sub No. 48), filed December 5, 1953. Applicant: RINGLE TRUCK LINES, INC., 601 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural baler and binder twine*, having a prior movement by water, from ports of entry at New York, City, N. Y., Baltimore, Md., and Philadelphia, Pa., to points in Indiana, Illinois, Wisconsin, Iowa, Minnesota, North Dakota, South Dakota, Kentucky, Michigan, Missouri, Nebraska, Kansas, Oklahoma, New Mexico, and Texas, and *damaged or rejected shipments* of the commodities specified in this application on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: January 28, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Charles H. Riegner.

No. MC 111472 (Sub No. 60), filed November 20, 1958. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, agricultural machinery, tractors* (other than truck tractors), *incidental machinery, attachments and parts* when moving with such implements, machinery or tractors, and *trailers* designed for the transportation of the above-named commodities (other than those designed to be drawn by passenger automobiles), and except commodities requiring special equipment because of size or weight, between Racine, Wis., Burlington and Bettendorf, Iowa, Rockford and Rock Island, Ill., and points in Pennsylvania. Applicant is authorized to conduct operations throughout the United States.

Note: A proceeding has been instituted under Section 212 (c), in No. MC 111472 Sub No. 53, to determine whether applicant's status is that of a contract or common carrier.

HEARING: February 4, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 112223 (Sub No. 38), filed October 10, 1958. Applicant: QUICKIE TRANSPORT COMPANY, a corporation, 1121 South Seventh Street, Minneapolis 4, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer, dry fertilizer ingredients and compounds*, and *phosphate*, in bulk, in tank vehicles or other specialized vehicles, including hopper or dump vehicles, from points in Dakota, Hennepin, Ramsey, Scott, and Washington Counties, Minn., and from Red Wing, Wabasha, and Winona, Minn., to points in Iowa, Minnesota, North Dakota, South Dakota, and Wisconsin; and *empty containers or other such incidental facilities* used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Minnesota, Wisconsin, Iowa, North Dakota, South Dakota, and Michigan.

HEARING: February 6, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 113410 (Sub No. 20), filed November 24, 1958. Applicant: DAHLEN TRANSPORT, INC., 875 North Prior Avenue, St. Paul 4, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids* and *chemicals*, in bulk, in tank vehicles, between points in Minnesota, Wisconsin, Iowa, North Dakota, South Dakota, Nebraska, Illinois, Missouri, and points in the Upper Peninsula of Michigan. Applicant is authorized to conduct operations in Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

HEARING: February 11, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 114533 (Sub No. 5), filed November 25, 1958. Applicant: BANKER'S DISPATCH CORPORATION, 4658 So. Kedzie Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents*, and *written instruments* (except coins, currency, and negotiable securities) as are used in the conduct and operation of banks and banking institutions, between points in Indiana on and south of U. S. Highway 40 on the one hand, and, on the other, Chicago, Ill., Louisville, Ky., and Cincinnati, Ohio. Applicant is authorized to conduct operations in Illinois, Indiana, Wisconsin, Michigan, and Ohio.

HEARING: February 2, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Harold W. Angle.

No. MC 115264 (Sub No. 1), filed November 17, 1958. Applicant: GORDON WETTER, Box 182, Delano, Minn. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, from New Richmond, Wis., to points in Anoka, Dakota, Hennepin, Meeker, Ramsey, Scott, and Sherburne Counties, Minn. Applicant is authorized to conduct similar operations from New Richmond to points in Wright County, Minn.

HEARING: February 16, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before. Joint Board No. 142, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 116459 (Sub No. 6), filed December 11, 1958. Applicant: ASPHALT HAULERS COMPANY, a corporation, P. O. Box 8292, Chattanooga, Tenn. Applicant's attorney: James W. Wrape, Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Latex compounds*, in bulk, in tank vehicles, from Chattanooga, Tenn., to points in Arkansas, Georgia, North Carolina, South Carolina, Mississippi, Alabama, and Virginia; *latex*, in bulk, in tank vehicles, from Savannah, Ga., to Chattanooga, Tenn.; and *acids*, in bulk, in tank vehicles, from Mineral Springs, Ala., to Chattanooga, Tenn. Applicant is authorized to conduct operations in Tennessee, Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Florida.

HEARING: January 22, 1959, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner C. Evans Brooks.

No. MC 117327 (Sub No. 3), filed December 3, 1958. Applicant: AIR CARGO TERMINALS, INC., a Missouri corporation, 110 Richards Road, Kansas City, Mo. Applicant's attorney: Ivan V. Kerno, Shoreman Building, Washington 5, D. C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities, including commodities of unusual value*, but excluding Class A and B explosives, and those requiring special equipment, between Los Angeles International Airport, Los Angeles, Calif., and the Lockheed Air Terminal, Burbank, Calif., on the one hand, and, on the other, Saugus, Newhall, Palmdale, Lancaster, Edwards, Roron, and Edwards Air Force Base, Calif.

NOTE: Applicant states that the above transportation will be restricted to traffic having a prior or subsequent movement by air.

HEARING: February 11, 1959, at the Federal Building, Los Angeles, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 117368 (Sub No. 1) EX, filed December 2, 1958. Applicant: EDMOUR L. PELLETIER, P. O. Box 126, Hemet, Calif. For a Certificate of Exemption (BMC 72) under section 204 (a) (4a), Part II of the Interstate Commerce Act, authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities, including those of unusual value, and household goods as defined by the Commission*, and those requiring special equipment, between Hemet and Pine Cove, Calif., from Hemet over California Highway 74 to junction unnumbered highway at Mountain Center, Calif., thence over unnumbered highway to Pine Cove, and return over the same route.

HEARING: February 2, 1959, at the Federal Building, Los Angeles, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 117681, filed October 1, 1958. Applicant: CASEY HOBAN TRANSFER CO., a corporation, 617 North Second Street, Minneapolis, Minn. Applicant's attorney: Leonard T. Juster, 311 Produce Bank Building, Minneapolis 3, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Black newspaper printing ink*, composed principally of carbon black and mineral oil, in bulk, in tank vehicles, from Minneapolis, Minn., to points in North Dakota, South Dakota, Nebraska, Iowa, Wisconsin, and Minnesota, and *empty containers or other such incidental facilities* used in transporting the above-specified commodity, on return.

NOTE: Applicant is authorized to conduct operations as a common carrier in Certificate No. MC 19831 dated April 29, 1955 transporting general commodities, with exceptions, between specified points in Minnesota. Dual operations under Section 210 may be involved.

HEARING: February 9, 1959, in Room 926, Metropolitan Building, Second Avenue, South, and Third Street, Minneapolis, Minn., before Examiner Harold W. Angle.

No. MC 117730 (Sub No. 1), filed November 13, 1958. Applicant: MARIE KOUBENEC, doing business as R. KOUBENEC MOTOR SERVICE, 641 Maple Lane, Batavis, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay* and *clay products, sand, slag, dirt* and *fill*, in bulk and in bags, between points in Illinois, on the one hand, and, on the other, points in Lake and Porter Counties, Ind., on and north of U. S. Highway 30.

HEARING: January 28, 1959, in Room 852, U. S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 21, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 117770 (Sub No. 1), filed December 1, 1958. Applicant: AMYS AND PANK, INC., 4202 East Second Street, Superior, Wis. Applicant's attorney: Harry E. Larsen, 2215 East Fifth Street, Superior, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Malt beverages, from Milwaukee, Wis., to Virginia, Minn., and *empty containers or other such incidental facilities* (not specified) used in transporting malt beverages on return.

NOTE: Applicant states that it will also transport exempt commodities on return.

HEARING: February 17, 1959, at the U. S. Court Rooms, Duluth, Minn., before Joint Board No. 142, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 117816, filed November 10, 1958. Applicant: NORTHEASTERN-MALDEN BARREL CO., INC., 104 Suffolk Street, Malden, Mass. Applicant's attorney: Edward L. Hefron, 7 Water Street, Boston 9, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Empty steel barrels, drums and pails*, from Jersey City, N. J., to points in New York, Connecticut, Rhode Island, and Massachusetts.

NOTE: Applicant states that on return it proposes to transport empty steel drums, owned by applicant, which have been processed and are being delivered to purchasers by applicant.

HEARING: January 20, 1959, at the New Post Office and Court House Building, Boston, Mass., before Examiner Lucian A. Jackson.

No. MC 117894, filed November 26, 1958. Applicant: NATION WIDE DRIVE-AWAY AGENCIES, INC., 8479 East Garvey Avenue, South San Gabriel, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used passenger automobiles*, in secondary movements, in driveaway service, between points in California south of the northern boundaries of Santa Barbara, Kern, and San Bernardino Counties, Calif., and points in Arizona, on the one hand, and, on the other, points in the United States.

HEARING: February 5, 1959, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 117949, filed December 1, 1958. Applicant: CUSTOM TRUCKING CO., a corporation, 571 Tedford Way, Monterey Park, Calif. Applicant's attorney: Donald Murchison, 211 South Beverly Drive, Beverly Hills, Calif. Authority sought to operated as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Water heaters, gas furnaces*, and *air conditioning equipment*, between Burbank and Pasadena, Calif., on the one hand, and, on the other, points in Washington, Oregon, Nevada, Idaho, Utah, Arizona, Montana, Wyoming, Colorado, New Mexico, Nebraska, Kansas, Oklahoma, Texas, Iowa, Missouri, Arkansas, Louisiana, Tennessee, Mississippi, Alabama, Georgia, and Florida.

HEARING: February 4, 1959, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 117968, filed December 4, 1958. Applicant: VINCENT MONTONE TRANSPORTATION, INC., 24th and Church Streets, Hazelton, Pa. Applicant's representative: John W. Frame, 603 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, semi-trailers, trailer and semi-trailer chassis* (other than those designed to be drawn by passenger automobiles), *including component parts thereof*, and *aluminum boxes or van bodies* when moving with such trailers, except commodities requiring special equipment, in initial movements, in truckaway and driveaway service, between points in Hazle Township, Luzerne County, Pa., on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and West Virginia.

HEARING: January 23, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner David Waters.

No. MC 118090, filed December 5, 1958. Applicant: WAYNE MILK HAULERS, INC., Box 157, Wolcott, N. Y. Applicant's attorney: Norman M. Pinsky, 5th Floor, Weiler Building, 407 South Warren Street, Syracuse 2, N. Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles, restricted to service on behalf of Revere Sugar Refinery, 15 Broad Street, Boston, Mass., as shipper, from Boston, Mass., to points in Onondaga, Cayuga, Oswego, Wayne, Monroe, Orleans, Genesee, and Erie Counties, N. Y.

NOTE: Applicant requests that the instant application be granted as a common or contract carrier, whichever the Commission shall deem appropriate.

HEARING: January 29, 1959, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Charles H. Riegner.

MOTOR CARRIERS OF PASSENGERS

No. MC 117280 (Sub No. 2), filed August 27, 1958. Applicant: THEODORE E. KEPHART, doing business as TED KEPHART CHARTER SERVICE, 1150 Calvary Road, Duluth 3, Minn. Applicant's attorney: Chester B. Burton, 410-412 Alworth Building, Duluth 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their equipment and baggage*, in the same vehicle with passengers, in charter operations, (1) beginning and ending at Duluth, Minn., and extending to points in Minnesota, North Dakota, South Dakota, Iowa, Wisconsin, Illinois, and Michigan, including ports of entry on the International boundary line between the United States and Canada, located in the above named states; (2) from Hollywood, Fla., to Duluth, St. Cloud and Moorhead, Minn., Eau Claire and Superior, Wis., Fargo, Grand Forks and Minot, N. Dak., and Aberdeen, S. Dak.; (3) between Duluth, St. Cloud and Moorhead, Minn., Eau Claire and Superior, Wis., Fargo, Grand Forks, and Minot, N. Dak., and Aberdeen, S. Dak.

NOTE: The authority in routes 2 and 3 will be for the transportation of the Duluth-Superior White Sox Baseball Team.

HEARING: February 18, 1959, at the U. S. Court Rooms, Duluth, Minn., before Examiner Harold W. Angle.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 30887 (Sub No. 87), filed December 10, 1958. Applicant: SHIPLEY TRANSFER, INC., 534 Main Street, Reisterstown, Md. Applicant's representative: Donald E. Freeman, Uniontown Road, Box 24, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinyl chloride*, in bulk, in MC-330 tank vehicles, from Moundville and Perkins, W. Va., to Flemington, N. J. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, Georgia, Illinois, Indiana, Kentucky, Massachusetts, Maryland, Michigan, North Carolina, New Hampshire, New Jersey, New York, Minnesota, Missouri, Ohio, Pennsylvania, Rhode Island, Tennessee, Wisconsin, West Virginia, South Carolina, Virginia, Vermont, and the District of Columbia.

No. MC 100170 (Sub No. 3), filed December 12, 1958. Applicant: GLEN R. ELLIS, 3502 Divine Avenue, Chattanooga, Tenn. Applicant's attorney: Blaine Buchanan, 1024 James Building, Chattanooga 2, Tenn. Authority sought to operate as a *contract or common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Chicago, Ill., to Chattanooga, Tenn., and *empty malt beverage containers*, on return. Applicant is authorized to conduct contract carrier operations in Georgia, Indiana, Kentucky, Ohio, and Tennessee.

NOTE: A proceeding has been instituted under Section 212 (c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 100170 (Sub No. 2).

No. MC 106163 (Sub No. 13), filed December 5, 1958. Applicant: W. H. KING, HARRY E. KING AND FRANCIS A. KING, doing business as RED LINE TRANSFER AND STORAGE CO., 219 West Barraque, Pine Bluff, Ark. Applicant's attorney: Louis Tarlowski, Rector Building, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Lake Village, Ark., and Greenville, Miss., from Lake Village over combined U. S. Highways 65 and 82 to junction U. S. Highway 82, thence over U. S. Highway 82 to Greenville, and return over the same route, serving all intermediate points. Applicant indicates the proposed service to be subject to the following: RESTRICTION: (1) Restricted against shipments originating Memphis-Memphis Commercial Zone and points beyond (except Arkansas points) moving through Memphis gateway, destined to Greenville, Miss.; and (2) shipments originating Greenville, Miss., destined to Memphis-Memphis Commercial Zone and points beyond, moving through Memphis gateway. Applicant states the authority sought will be tacked to present irregular route authority at Lake Village, Ark. Applicant is authorized to conduct regular route operations in Arkansas and Tennessee, and irregular route operations in Arkansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.

No. MC 117908, filed November 28, 1958. Applicant: BRUCE F. JARVIS, doing business as ASHTABULA TRUCK SALES & SERVICE, 2433 East Prospect, Ashtabula, Ohio. Applicant's attorney: Edwin C. Reminger, Standard Building, Cleveland 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) Motor vehicles, dead, wrecked, disabled, abandoned, repossessed, stolen, embezzled, with or without cargo, in towaway service by wrecker, between points in Ashtabula County, Ohio, on the one hand, and, on the other, points in Connecticut, Illinois, Indiana, Kentucky, Massachusetts, Maryland, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, and the District of Columbia. (2) *Replacement motor vehicles* for wrecked or disabled motor vehicles, in secondary movement by towaway service by wrecker, between points in Ashtabula County, Ohio, on the one hand, and, on the other, points in Connecticut, Illinois, Indiana, Kentucky, Massachusetts, Maryland, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, and the District of Columbia. (3) *Replacement or repair parts and equipment* for said motor vehicles, between points in Ashtabula County, Ohio, on the one hand, and, on the other, points in Connecticut, Illinois, Indiana, Kentucky, Massachusetts, Maryland, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, and the District of Columbia. On return trips applicant also proposes to transport *Empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application.

No. MC 118430, filed December 9, 1958. Applicant: ELLIS ROSS AND LUCILLE CHARLOTTE ROSS, a partnership, doing business as STEWART TRANSFER CO., 146 Dakota Avenue South, Huron, S. Dak. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods*, such as cakes, cookies and crackers, other than frozen, (a) from Storm Lake, Iowa, to points in South Dakota, North Dakota, Nebraska and points in Minnesota located within the area bounded by U. S. Highway 14 on the north, U. S. Highway 169 on the east, the Minnesota-Iowa State line on the south and the Minnesota-South Dakota State line on the west; and (b) from Mitchell, S. Dak., to points in Iowa, Nebraska, North Dakota and points in the above-described area in Minnesota; and *empty containers or other such incidental facilities* used in transporting the above-specified commodities, and *refused or damaged shipments* thereof, on return.

NOTE: Applicant states the proposed operations will be under contract with Ruby Ann Products, Inc., an Iowa Corporation.

APPLICATIONS UNDER SECTIONS 5 AND 210a (b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under sections 5 (a) and 210a (b) of the Interstate Commerce Act and certain other procedural matters with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F 7062. Authority sought for purchase by THE ATLAS EASTWOOD STORAGE COMPANY, 1171 Beechwood, Columbus, Ohio, of the operating rights and property of THE ATLAS TRANSFER & STORAGE COMPANY, 127 East Goodale, Columbus, Ohio, and for acquisition by W. S. YOUNG, JOHN S. RITTER and DOROTHY T. RITTER, all of Columbus, of control of such rights and property through the purchase. Applicants' attorney: G. M. Rebman, 314 North Broadway, St. Louis 2, Mo. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier* over irregular routes, between points in Franklin County, Ohio, on the one hand, and, on the other, points in Indiana, Illinois, Michigan, Pennsylvania, West Virginia, Kentucky, and Ohio. Vendee holds no authority from this Commission. However, it is affiliated with UNITED VAN LINES, INC., 7808 Maplewood Industrial Court, St. Louis 17, Mo., which is authorized to operate as a *common carrier* in 48 States and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 7063. Authority sought for control by PERKINS TRUCKING CO., INC., 46-25 54th Avenue, Maspeth, New York 78, N. Y., of RUNARD'S MOTOR EXPRESS, INC., 445 Orange Avenue, West Haven, Conn., and for acquisition by ROBERT W. PERKINS, THOMAS C. PERKINS and RICHARD S. PERKINS, all of Maspeth, N. Y., of control of RUNARD'S MOTOR EXPRESS, INC., through the acquisition by PERKINS TRUCKING CO., INC. Applicant's attorney: William D. Traub, 10 East 40th Street, New York 16, N. Y. Operating rights sought to be controlled: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over a regular route between New York, N. Y., and West Haven, Conn., serving all intermediate and certain off-route points; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes, between the Town of West Haven, Conn., on the one hand, and, on the other, points in Connecticut, and between New York, N. Y., on the one hand, and, on the other, points in Passaic, Bergen, Hudson, Essex, and Union Counties, N. J. PERKINS TRUCKING CO., INC., is authorized to operate as a *common carrier* in New York, Connecticut and New Jersey. Application has been filed for temporary authority under section 210a (b).

No. MC-F 7064. Authority sought for purchase by BEND-PORTLAND TRUCK SERVICE, INC., 1321 Southeast Water Avenue, Portland 14, Oreg., of the operating rights and property of GEORGE OLTMAN AND SUSIE E. OLTMAN, doing business as OLTMAN TRUCK SERVICE, Box 511, Burns, Oreg. Applicants' attorney: Owen M. Panner, 122 Oregon Avenue, Bend, Oreg. Operating rights sought to be transfered: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over a regular route between Bend, Oreg., and Crane, Oreg., serving all intermediate points; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes between points in Harney, Grant, Malheur, Lake, and Deschutes Counties, Oreg., on the one hand, and, on the other, points in Oregon other than those in Harney, Grant, Malheur, Lake, and Deschutes Counties, Oreg., and between points in Harney, Grant, Malheur, Lake, and Deschutes Counties, Oreg.; *livestock* and *emigrant movables*, between points in Harney, Malheur, Grant, and Deschutes Counties, Oreg., on the one hand, and, on the other, points in California, Idaho, Nevada, and Washington. Vendee is authorized to operate as a *common carrier* in Oregon and California. Application has been filed for temporary authority under section 210a (b).

No. MC-F 7065. Authority sought for purchase by DORN'S TRANSPORTATION, INC., First Avenue, Rensselaer, N. Y., of the operating rights and certain property of PHILLIPS EXPRESS, INC., Main Street, Morrisonville, N. Y., and for acquisition by FRED N. DORN, North Chatham, N. Y., of control of such rights and property through the purchase. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany, N. Y. Operating rights sought to be purchased: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houes, and in connection therewith, *equipment, material, and supplies* used in the conduct of such business, as a *common carrier* over regular routes, between Plattsburg, N. Y., and Malone, N. Y., between Plattsburg, N. Y., and Tupper Lake, N. Y., and between Plattsburg, N. Y., and Ticonderoga, N. Y., serving all intermediate and certain off-route points; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes, between Plattsburg, N. Y., on the one hand, and, on the other, points in Warren, Franklin, St. Lawrence, Clinton, and Essex Counties, N. Y. Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania, New Jersey, Rhode Island, Connecticut, Vermont, Massachusetts, Delaware, Maryland, and the District of Columbia. Application has been filed for temporary authority under section 210a (b).

No. MC-F 7066. Authority sought for purchase by COMMERCIAL MOTOR FREIGHT, INC., 525 Cleveland Avenue, Columbus, Ohio, of the operating rights and property of THOMAS L. COCHRAN, doing business as TWIN VALLEY MOTOR FREIGHT, 927 Elm Street, Zanesville, Ohio, and for acquisition by E. DeMARIA, also of Columbus, of control of such rights and property through the purchase. Applicants' representative: R. L. Ratchford, Secretary and General Counsel, Commercial Motor Freight, Inc., 525 Cleveland Avenue, Columbus. 3, Ohio. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over a regular route, between Zanesville, Ohio, and Chauncey, Ohio, serving all intermediate points and the off-route points of Congo and Buchtel, Ohio. Vendee is authorized to operate as a *common carrier* in Ohio, Indiana, Kentucky, and West Virginia. Application has not been filed for temporary authority under section 210 a (b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 58-10604; Filed, Dec. 23, 1958; 8:52 a. m.]

[Notice 65]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICE

DECEMBER 19, 1958.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with no service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Special Rules Revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1 (d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1 (e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 51006 (Deviation No. 2), SHAWMUT TRANSPORTATION CO., INC., 273 Meserole Avenue, Brooklyn, N. Y., filed October 16, 1958. Attorney for said carrier, James Julian Weinstein, 209 Washington Street, Boston 8, Mass. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, between the Eastern Terminus of the Massachusetts Turnpike at Weston, Mass., and East Lee, Mass., as follows: from the Eastern Terminus of the Massachusetts Turnpike over the Massachusetts Turnpike and access routes to East Lee and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Boston, Mass., and New York, N. Y., over the following pertinent route: from Boston, Mass., over Massachusetts Highway 9 to junction U. S. Highway 20, thence over U. S. Highway 20 to Springfield, Mass., thence over U. S. Highway 20 via East Lee, Mass., to Lee, Mass., thence over unnumbered Highway to junction U. S. Highway 7 (also from East Lee over Massachusetts Highway 102 to Stockbridge, Mass.), thence over U. S. Highway 7 to Great Barrington, Mass., thence over Massachusetts Highway 23 to the Massachusetts-New York State line, thence over New York Highway 23 to Hudson, N. Y., thence over U. S. Highway 9 to New York.

No. MC 107558 (Deviation No. 3), ARROW TRANSPORTATION CO., INC., 288 Kinsley Avenue, Providence, R. I., filed December 15, 1958. Attorneys for said carrier, Thomas W. Murrett and Hugh M. Joseloff, 410 Asylum Street, Hartford, Conn. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, between the Western Terminus of the New England Section of the New York State Thruway at the intersection of Bruckner Boulevard and Westchester Avenue in the Bronx, New York City, N. Y., and the junction of the Bryan River Bridge at the New York-Connecticut State line with the Western Terminus of the Connecticut Turnpike near Port Chester, N. Y., as follows: from the Western Terminus of the New England Section of the New York State Thruway over the New England Section of the New York State Thruway and access routes to junction Western Terminus of the Connecticut Turnpike near Port Chester, N. Y., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between New York, N. Y., and Boston, Mass., over the following pertinent route: from New York over U. S. Highway 1 via New Haven, Conn., to Boston (also from New Haven over U. S. Highway 5 to junction Alternate U. S. Highway 5, thence over Alternate U. S. Highway 5 to junction U. S. Highway 5, thence over U. S. Highway 5 to junction Alternate U. S. Highway, 5 thence over Alternate U. S. Highway 5 to junction U. S. Highway 5, thence over U. S. Highway 5 to Springfield, Mass., and thence over U. S. Highway 20 to Boston).

No. MC 110325 (Sub-1) (Deviation No. 3), TRANSCON LINES, 1206 South Maple Avenue, Los Angeles 13, Calif., filed December 11, 1958. Attorney for said carrier, Lee Reeder, 1012 Baltimore Building, Kansas City 5, Mo. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route, between Kansas City, Kans., and junction Kansas Turnpike and U. S. Highway 54, as follows: from Kansas City over city streets to the Eastern Terminal interchange of the Kansas Turnpike, thence over the Kansas Turnpike and access routes to junction U. S. Highway 54 two miles east of Wichita, Kans., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent route: from Kansas City, Kans., over city streets to Kansas Highway 10, thence over Kansas Highway 10 to junction U. S. Highway 50, thence over U. S. Highway 50 to junction U. S. Highway 59, thence over U. S. Highway 59 to Iola, Kans., thence over U. S. Highway 54 to junction Kansas Turnpike two miles east of Wichita, Kans., and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 110265 (Deviation No. 1), KENTUCKY BUS LINES, INC., 218 East Main Street, Louisville, Ky., filed October 6, 1958. Carrier proposes to operate as a *common carrier* by motor vehicle of *passengers*, over a deviation route, between Kuttawa, Ky., and Paducah, Ky., as follows: from Kuttawa over U. S. Highway 62 to Paducah and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers between Louisville, Ky., and Paducah, Ky., over the following pertinent route: from Louisville over Kentucky Highway 61 to Boston, Ky., thence over U. S. Highway 62 via Nortonville, Ky., to Smithland, Ky., and thence over U. S. Highway 60 to Paducah.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 58-10603; Filed, Dec. 23, 1958; 8:52 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

DECEMBER 19, 1958.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35150: *Creosoted poles from Steamboat Springs, Colo.* Filed by The Denver and Rio Grande Western Railroad Company (No. 1), for carriers parties to schedule listed below. Rates on poles, creosoted or otherwise preservatively treated or not treated, carloads from Steamboat Springs, Colo., to points in Minnesota, South Dakota, and Wisconsin.

Grounds for relief: Rates constructed on basis related to short line distance formula and grouping.

Tariff: Supplement 48 to Denver and Rio Grande Western Railroad Tariff I. C. C. 986.

FSA No. 35151: *Perlite rock from Socorro, N. Mex., to Eastern Points.* Filed by Southwestern Freight Bureau, Agent (No. B-7442), for carriers parties to schedule listed below. Rates on Perlite rock, broken, crushed or ground, carloads from Socorro, N. Mex., to Groton, Conn., and Trenton, N. J.

Grounds for relief: Short line distance formula.

Tariff: Supplement 539 to Southwestern Lines tariff I. C. C. 4139.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 58-10602; Filed, Dec. 23, 1958; 8:51 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

Vereeniging voor Gezondeheidskolonien voor Utrechtsche Kinderen

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Vereeniging voor Gezondeheidskolonien voor Utrechtsche Kinderen, c/o A. W. F. C. van Woerden, Heerenstraat 48, Utrecht, The Netherlands; Claim No. 61232; $1,374.75 in the Treasury of the United States. Vesting Order No. 17013.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10560; Filed, Dec. 23, 1958; 8:45 a. m.]

Adele Deckert

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Adele Deckert, Hesse, Germany; Claim No. 42555; $4.27 in the Treasury of the United States and an undivided one-fourth interest in and to thirty (30) shares of Rudolf Karstadt, Inc., RM 2⅔ par value capital stock, which shares were vested by Vesting Order No. 7142 and which are now in the custody of the Office of Alien Property, Washington 25, D. C. Vesting Order No. 7142.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10561; Filed, Dec. 23, 1958; 8:45 a. m.]

Else Häffner

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Else Häffner a/k/a Elsa Haeffner, Oswald-Merz-Strasse 10, Bayreuth, Germany; Claim No. 57249; $1,329.17 in the Treasury of the United States. Vesting Order No. 9680.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10562; Filed, Dec. 23, 1958; 8:45 a. m.]

Johannes Lamm

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Johannes Lamm, Berlin, Germany; Claim No. 63729; $2,770.50 in the Treasury of the United States. Vesting Order No. 16717.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10563; Filed, Dec. 23, 1958; 8:45 a. m.]

Hugo Obst

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Hugo Obst, a/k/a Hugo Obst, Jr.; Hessen, Germany; Claim No. 42330; $2,494.53 in the Treasury of the United States. Vesting Order Nos. 3585 and 18238.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10564; Filed, Dec. 23, 1958; 8:45 a. m.]

Kazuo Takimoto

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Kazuo Takimoto, Tokyo, Japan; Claim No. 52470; $3,251.39 in the Treasury of the United States. Vesting Order No. 8145.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10568; Filed, Dec. 23, 1958; 8:46 a. m.]

Edgar Allan von Rosenthal and Horst Lionel von Rosenthal

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Edgar Allan von Rosenthal, Bonn, Germany; Claim No. 63988; All right, title, interest and claim of any kind or character whatsoever of Edgar Allan von Rosenthal, acquired by the Attorney General pursuant to Vesting Order No. 12437 in and to the trust created under the Last Will and Testament of Augustus Bauer, deceased.

Horst Lionel von Rosenthal, Frankfurt/Main, Germany; Claim No. 66482; All right, title, interest and claim of any kind or character whatsoever of Horst Lionel von Rosenthal, acquired by the Attorney General pursuant to Vesting Order No. 12437 in and to the trust created under the Last Will and Testament of Augustus Bauer, deceased.

Vesting Order No. 12437.

The above described property is in the process of administration by The Northern

Trust Company, 50 South LaSalle Street, Chicago 90, Illinois, as Successor Trustee.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10565; Filed, Dec. 23, 1958; 8:45 a. m.]

FRANCES STOCK

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Frances Stock, Toronto 10, Ontario, Canada; Claim No. 63062; $2,251.56 in the Treasury of the United States. Vesting Order No. 19146.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director.
Office of Alien Property.

[F. R. Doc. 58-10567; Filed, Dec. 23, 1958; 8:46 a. m.]

PALMIRA SPINNATO ET AL.

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Palmira Spinnato, Delia, Italy; $15.08 in the Treasury of the United States.

Antonio Accardi, Corso dei Mille 201, Palermo, Italy; $15.08 in the Treasury of the United States.

Salvatore Accardi, Corso dei Mille 201, Palermo, Italy; $15.09 in the Treasury of the United States.

Claim No. 44720.

Vesting Order No. 605.

Executed at Washington, D. C., on December 16, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-10566; Filed, Dec. 23, 1958; 8:46 a. m.]

Aeronautics and Space

PART II

FEDERAL REGISTER

THE NATIONAL ARCHIVES OF THE UNITED STATES 1934 LITTERA SCRIPTA MANET

VOLUME 23 NUMBER 250

Washington, Wednesday, December 24, 1958

III - Federal Aviation Agency

TITLE 14—CIVIL AVIATION

Chapter ~~II—Civil Aeronautics Administration, Department of Commerce~~

Federal

Subchapter E—Air Navigation Regulations

PART 600—DESIGNATION OF ~~CIVIL~~ AIRWAYS

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

REVISION OF PARTS

The following revision to Parts 600 and 601 is adopted for the purpose of combining in a single document all of the amendments which have been previously published by ~~the Administrator of Civil Aeronautics~~ in the FEDERAL REGISTER. Inasmuch as this revision to Parts 600 and 601 does not involve any substantive change, it is adopted to become effective upon publication in the FEDERAL REGISTER.

Dated: December 19, 1958.

[SEAL] WILLIAM B. DAVIS,
Acting Administrator of Civil Aeronautics.

PART 600—DESIGNATION OF CIVIL AIRWAYS

Subpart A—Introduction

Sec.
600.1 Basis and purpose.
600.2 Explanation of terms.
600.3 Extent of civil airways.
600.4 Directions of airways.
600.10 Designation of civil airways.

Subpart B—Colored Civil Airways

GREEN CIVIL AIRWAYS

600.11 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
600.12 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13 Green civil airway No. 3 (Oakland, Calif., to New York, N. Y.).
600.14 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
600.16 Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.).
600.17 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).

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600.19 Green civil airway No. 9 (Hawaiian Islands).
600.20 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

600.101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102 Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
600.103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
600.105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
600.106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.107 Amber civil airway No. 7 (Miami, Fla., to United States-Canadian Border).
600.108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
600.109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
600.110 Amber civil airway No. 10 (Hawaiian Islands).
600.111 Amber civil airway No. 11 (Hawaiian Islands).
600.112 Amber civil airway No. 12 (Hawaiian Islands).
600.113 Amber civil airway No. 13 (Hawaiian Islands).
600.115 Amber civil airway No. 15 (United States-Canadian Border to Annette Island, Alaska).

RED CIVIL AIRWAYS

600.202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
600.203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
600.204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).
600.205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
600.207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
600.208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).
600.209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
600.210 Red civil airway No. 10 (Dallas, Tex., to Augusta, Ga.).
600.211 Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).
600.212 Red civil airway No. 12 (Chicago, Ill., to Detroit, Mich.).

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600.213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
600.214 Red civil airway No. 14 (Milwaukee, Wis., to Indianapolis, Ind.).
600.215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
600.216 Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
600.217 Red civil airway No. 17 (Rantoul, Ill., to Baltimore, Md.).
600.218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
600.219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
600.220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
600.221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
600.222 Red civil airway No. 22 (Mount Clemens, Mich., to Buffalo, N. Y.).
600.223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
600.224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225 Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
600.226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
600.227 Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).
600.228 Red civil airway No. 28 (Chicago, Ill., to Detroit, Mich.).
600.230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
600.231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
600.232 Red civil airway No. 32 (Austin, Tex., to Houston, Tex.).
600.233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
600.234 Red civil airway No. 34 (Pulaski, Va., to Weeksville, N. C.).
600.235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
600.236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
600.237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
600.239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
600.240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
600.241 Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
600.244 Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).

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600.245	Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
600.246	Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
600.249	Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250	Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
600.251	Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
600.252	Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
600.253	Red civil airway No. 53 (Portland Oreg., to Spokane, Wash.).
600.256	Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
600.257	Red civil airway No. 57 (Akron, Ohio, to Youngstown, Ohio).
600.258	Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
600.259	Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
600.260	Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
600.261	Red civil airway No. 61 (Butler, Pa., to Johnstown, Pa.).
600.263	Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).
600.264	Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
600.265	Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
600.267	Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
600.268	Red civil airway No. 68 (Palo Pinto, Tex., to Shreveport, La.).
600.269	Red civil airway No. 69 (Midland, Tex., to Big Springs, Tex.).
600.270	Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
600.271	Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
600.272	Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
600.273	Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
600.274	Red civil airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).
600.275	Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to the United States-Canadian Border, Abbotsford, B. C.).
600.276	Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
600.277	Red civil airway No. 77 (Richmond. Va., to Atlantic City, N. J.).
600.278	Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
600.279	Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).
600.280	Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).
600.281	Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).
600.282	Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
600.283	Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).
600.284	Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).
600.286	Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).
600.287	Red civil airway No. 87 (Hawaiian Islands).
600.288	Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).
600.289	Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).
600.290	Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).
600.291	Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).
600.292	Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).
600.294	Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).
600.295	Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).
600.296	Red civil airway No. 96 (Lake Charles, La., to Baton Rouge, La.).
600.297	Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).
600.299	Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).
600.300	Red civil airway to No. 100 (South Bend, Ind., to Battle Creek, Mich.).
600.302	Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.).
600.303	Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).
600.304	Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).
600.305	Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).
600.306	Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).
600.307	Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).
600.308	Red civil airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).
600.309	Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).
600.312	Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).
600.313	Red civil airway No. 113 (Hawaiian Islands).

BLUE CIVIL AIRWAYS

Sec.	
600.601	Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).
600.602	Blue civil airway No. 2 (San Diego, Calif., to Oceanside, Calif.).
600.603	Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).
600.604	Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).
600.605	Blue civil airway No. 5 (Waco, Tex., to Wichita, Kans.).
600.606	Blue civil airway No. 6 (Springfield, Ill., to Muskegon, Mich.).
600.607	Blue civil airway No. 7 (Altamont, Calif., to Williams, Calif.).
600.608	Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
600.609	Blue civil airway No. 9 (Rochester, Minn., to United States-Canadian Border).
600.610	Blue civil airway No. 10 (Oakland, Calif., to Red Bluff, Calif.).
600.612	Blue civil airway No. 12 (McGrath, Alaska, to Galena, Alaska).
600.613	Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).
600.614	Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
600.615	Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio).
600.616	Blue civil airway No. 16 (Waverly, Va. to Tappahannock, Va.).
600.617	Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).
600.618	Blue civil airway No. 18 (Paterson, N. J., to Burlington, Vt.).
600.619	Blue civil airway No. 19 (Key West, Fla., to Melbourne, Fla.).
600.620	Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
600.621	Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.).
600.622	Blue civil airway No. 22 (Delta, Utah, to Malad City, Idaho).
600.623	Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).
600.624	Blue civil airway No. 24 (Brookley, AFB, Ala., to Axis, Ala.).
600.625	Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).
600.626	Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
600.627	Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.628	Blue civil airway No. 28 (Columbia, S. C., to Bulls Gap, Tenn.).
600.629	Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.630	Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).
600.631	Blue civil airway No. 31 (Burlington, Iowa, to Moline, Ill.).
600.632	Blue civil airway No. 32 Anchorage, Alaska, to Talkeetna, Alaska).
600.633	Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).
600.634	Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).
600.635	Blue civil airway No. 35 (San Diego, Calif., to Oceanside, Calif.).
600.636	Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).
600.637	Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638	Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).
600.639	Blue civil airway No. 39 (Augusta, Ga., to Elmira, N. Y.).
600.640	Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
600.641	Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).
600.642	Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).
600.643	Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).
600.644	Blue civil airway No. 44 (Dundee, Mich., to United States-Canadian Border).
600.645	Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).
600.647	Blue civil airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).
600.648	Blue civil airway No. 48 (Key West, Fla., to Miami, Fla.).
600.649	Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.651	Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652	Blue civil airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).
600.653	Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.654	Blue civil airway No. 54 (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.).
600.655	Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656	Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
600.658	Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.).
600.660	Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
600.663	Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).
600.664	Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).
600.665	Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).
600.666	Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
600.667	Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).
600.668	Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).
600.671	Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash).
600.675	Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

Sec.
600.676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).
600.679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).
600.680 Blue civil airway No. 80 (Unalakleet, Alaska, to, Moses Point Alaska).
600.684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).
600.685 Blue civil airway No. 85 (Hutchinson Kans., to Wichita, Kans.)
600.686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).
600.687 Blue civil airway No. 87 (Knoxville, Tenn., to Dayton, Ohio).

Subpart C—VOR Civil Airways

DOMESTIC VOR CIVIL AIRWAYS

600.6001 VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.).
600.6002 VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.6003 VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine).
600.6004 VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).
600.6005 VOR civil airway No. 5 (Jacksonville, Fla., to London, Ont.).
600.6006 VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.).
600.6007 VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.).
600.6008 VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.).
600.6009 VOR civil airway No. 9 (New Orleans, La., to Green Bay, Wis.).
600.6010 VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).
600.6011 VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.).
600.6012 VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).
600.6013 VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).
600.6014 VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).
600.6015 VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).
600.6016 VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.).
600.6017 VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).
600.6018 VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.).
600.6019 VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.).
600.6020 VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.).
600.6021 VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border).
600.6022 VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.).
600.6023 VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.).
600.6024 VOR civil airway No. 24 (Aberdeen, S. Dak., to Lone Rock, Wis.).
600.6025 VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.).
600.6026 VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio).
600.6027 VOR civil-airway No. 27 (Los Angeles, Calif., to Seattle, Wash.).
600.6028 VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.).
600.6029 VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border).
600.6030 VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.).
600.6031 VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.).

Sec.
600.6032 VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).
600.6033 VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.).
600.6034 VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.).
600.6035 VOR civil airway No. 35 (Key West, Fla., to Syracuse, N. Y.).
600.6036 VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.).
600.6037 VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.).
600.6038 VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.).
600.6039 VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine).
600.6040 VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.).
600.6041 VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio).
600.6042 VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.).
600.6043 VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.).
600.6044 VOR civil airway No. 44 (Centralia, Ill., to Baltimore, Md.).
600.6045 VOR civil airway No. 45 (New Bern, N. C., to Saginaw, Mich.).
600.6046 VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).
600.6047 VOR civil airway No. 47 (Bowling Green, Ky., to Detroit, Mich.).
600.6048 VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).
600.6049 VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).
600.6050 VOR civil airway No. 50 (St. Joseph, Mo., to Dayton, Ohio).
600.6051 VOR civil airway No. 51 (Key West, Fla., to Chicago, Ill.).
600.6052 VOR civil airway No. 52 (Des Moines, Iowa, to Evansville, Ind.).
600.6053 VOR civil airway No. 53 (Charleston, S. C. to Chicago, Ill.).
600.6054 VOR civil airway No. 54 (Quitman, Tex., to Charlotte, N. C.).
600.6055 VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).
600.6056 VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).
600.6057 VOR civil airway No. 57 (Evergreen, Ala., to Hamilton, Ohio).
600.6058 VOR civil airway No. 58 (Ellwood City, Pa., to Hartford, Conn.).
600.6059 VOR civil airway No. 59 (Parkersburg, W. Va., to Cleveland, Ohio).
600.6060 VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).
600.6061 VOR civil airway No. 61 (Bridgeport, Tex., to Lawton, Okla.).
600.6062 VOR civil airway No. 62 (Santa Fe, N. Mex., to Abilene, Tex.).
600.6063 VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).
600.6064 VOR civil airway No. 64 (Long Beach, Calif., to Blythe, Calif.).
600.6065 VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).
600.6066 VOR civil airway No. 66 (San Diego, Calif., to Charlotte, N. C.).
600.6067 VOR civil airway No. 67 (Cedar Rapids, Iowa, to Rochester, Minn.).
600.6068 VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).
600.6069 VOR civil airway No. 69 (Shreveport, La., to Chicago, Ill.).
600.6070 VOR civil airway No. 70 Corpus Christi, Tex., to Allendale, S. C.).
600.6071 VOR civil airway No. 71 (Flippin, Ark., to Kansas City, Mo.).

Sec.
600.6072 VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.).
600.6073 VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.).
600.6074 VOR civil airway No. 74 (Hugo, Colo., to Pine Bluff, Ark.).
600.6075 VOR civil airway No. 75 (Petersburg, W. Va., to Cleveland, Ohio).
600.6076 VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.).
600.6077 VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa).
600.6078 VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.).
600.6079 VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.).
600.6080 VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.).
600.6081 VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah).
600.6082 VOR civil airway No. 82 (Minneapolis, Minn., to Nodine, Minn.).
600.6083 VOR civil airway No. 83 (Carlsbad, N. Mex., to Kiowa, Colo.).
600.6084 VOR civil airway No. 84 (Shabbova, Ill., to Syracuse, N. Y.).
600.6085 VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).
600.6086 VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.).
600.6087 VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).
600.6088 VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.).
600.6089 VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).
600.6090 VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario).
600.6091 VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec).
600.6092 VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.).
600.6093 VOR civil airway No. 93 (Baltimore, Md., to Presque Isle, Maine).
600.6094 VOR civil airway No. 94 (Casa Grande, Ariz., to Monroe, La.).
600.6095 VOR civil airway No. 95 (Phoenix, Ariz., to Farmington, N. Mex.).
600.6096 VOR civil airway No. 96 (Kokomo, Ind., to Waterville, Ohio).
600.6097 VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.).
600.6098 VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).
600.6099 VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).
600.6100 VOR civil airway No. 100 (Rock River, Wyo., to Detroit, Mich.).
600.6101 VOR civil airway No. 101 (Ogden, Utah to Burley, Idaho).
600.6102 VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).
600.6103 VOR civil airway No. 103 (Greensboro, N. C., to Windsor, Ont.).
600.6104 VOR civil airway No. 104 (Ottawa, Ont., to Plattsburg, N. Y.).
600.6105 VOR civil airway No. 105 (Phoenix, Ariz., to Reno, Nev.).
600.6106 VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).
600.6107 VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).
600.6108 VOR civil airway No. 108 (Colorado Springs, Colo., to Salina, Kans.).
600.6109 VOR civil airway No. 109 (Panoche, Calif., to Oakland, Calif.).
600.6110 VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).
600.6111 VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).

Sec.
600.6112 VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.
600.6113 VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).
600.6114 VOR civil airway No. 114 (Amarillo, Tex., to New Orleans, La.).
600.6115 VOR civil airway No. 115 (Crestview, Fla., to Buffalo, N. Y.).
600.6116 VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).
600.6117 VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.).
600.6118 VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).
600.6119 VOR civil airway No. 119 (Huntington, W. Va., to Rochester, N. Y.).
600.6120 VOR civil airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.).
600.6121 VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).
600.6122 VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).
600.6123 VOR civil airway No. 123 (Washington, D. C., to Westfield, Mass.).
600.6125 VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).
600.6126 VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).
600.6127 VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).
600.6128 VOR civil airway No. 128 (Chicago, Ill., to Charleston, W. Va.).
600.6129 VOR civil airway No. 129 (Polo, Ill., to Eau Claire, Wis.).
600.6130 VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).
600.6131 VOR civil airway No. 131 (Tulsa, Okla., to Topeka, Kans.).
600.6132 VOR civil airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.).
600.6133 VOR civil airway No. 133 (Charlotte, N. C., to Traverse City, Mich.).
600.6134 VOR civil airway No. 134 (Evergreen, Ala., to Athens, Ga.).
600.6135 VOR civil airway No. 135 (Yuma, Ariz., to Tonopah, Nev.).
600.6136 VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).
600.6137 VOR civil airway No. 137 (Thermal, Calif., to Ukiah, Calif.).
600.6138 VOR civil airway No. 138 (Rock River, Wyo., to Fort Dodge, Iowa).
600.6139 VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).
600.6140 VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).
600.6141 VOR civil airway No. 141 (Nantucket, Mass., to Massena, N. Y.).
600.6142 VOR civil airway No. 142 (Buffalo, N. Y., to Rochester, N. Y.).
600.6143 VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).
600.6144 VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).
600.6145 VOR civil airway No. 145 (Watertown, N. Y., to United States-Canadian Border).
600.6146 VOR civil airway No. 146 (Wilkes-Barre, Pa., to Providence, R. I.).
600.6147 VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).
600.6148 VOR civil airway No. 148 (Denver, Colo., to Minneapolis, Minn.).
600.6149 VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).
600.6150 VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.).
600.6151 VOR civil airway No. 151 (Providence, R. I., to Lebanon, N. H.).
600.6152 VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).
600.6153 VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.).

Sec.
600.6154 VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.).
600.6155 VOR civil airway No. 155 (Raleigh, N. C., to Washington, D. C.).
600.6156 VOR civil airway No. 156 (Elkins, W. Va., to Richmond, Va.).
600.6157 VOR civil airway No. 157 (Key West, Fla., to Richmond, Va.).
600.6158 VOR civil airway No. 158 (Waterloo, Iowa, to Polo, Ill.).
600.6159 VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).
600.6160 VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).
600.6161 VOR civil airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.).
600.6162 VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).
600.6163 VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).
600.6164 VOR civil airway No. 164 (Buffalo, N. Y., to New York, N. Y.).
600.6165 VOR civil airway No. 165 (Long Beach, Calif., to Bakersfield, Calif.).
600.6166 VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.).
600.6167 VOR civil airway No. 167 (New York, N. Y., to Providence, R. I.).
600.6168 VOR civil airway No. 168 (Rock River, Wyo., to O'Neill, Nebr.).
600.6169 VOR civil airway No. 169 (Tobe, Colo., to Rapid City, S. Dak.).
600.6170 VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).
600.6171 VOR civil airway No. 171 (Louisville, Ky., to Alexandria, Minn.).
600.6172 VOR civil airway No. 172 (Denver, Colo., to Chicago, Ill.).
600.6173 VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).
600.6174 VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.).
600.6175 VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).
600.6176 VOR civil airway No. 176 (Memphis, Tenn., to Birmingham, Ala.).
600.6177 VOR civil airway No. 177 (Fort Wayne, Ind., to Janesville, Wis.).
600.6178 VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.).
600.6179 VOR civil airway No. 179 (Paducah, Ky., to Bible Grove, Ill.).
600.6180 VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.).
600.6181 VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
600.6182 VOR civil airway No. 182 (Portland, Oreg., to Chadron, Nebr.).
600.6183 VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.).
600.6184 VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.).
600.6185 VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.).
600.6186 VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.).
600.6187 VOR civil airway No. 187 (Albuquerque, N. Mex., to Billings, Mont.).
600.6188 VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.).
600.6189 VOR civil airway No. 189 (Rocky Mount, N. C., to Franklin, Va.).
600.6190 VOR civil airway No. 190 (Phoenix, Ariz., to Evansville, Ind.).
600.6191 VOR civil airway No. 191 (Memphis, Tenn., to Milwaukee, Wis.).
600.6192 VOR civil airway No. 192 (Zuni, N. Mex., to Tucumcari, N. Mex.).
600.6193 VOR civil airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.).
600.6194 VOR civil airway No. 194 (Lafayette, La., to Norfolk, Va.).

Sec.
600.6195 VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.).
600.6196 VOR civil airway No. 196 (Tupper Lake, N. Y., to Plattsburgh, N. Y.).
600.6197 VOR civil airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.).
600.6198 VOR civil airway No. 198 (San Simon, Ariz., to Houston, Tex.).
600.6199 VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.).
600.6200 VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.).
600.6201 VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).
600.6202 VOR civil airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.).
600.6203 VOR civil airway No. 203 (Norwich, Conn., to Massena, N. Y.).
600.6204 VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).
600.6205 VOR civil airway No. 205 (Springfield, Mo., to Sioux City, Iowa).
600.6206 VOR civil airway No. 206, (Blue Springs, Mo., to Kirksville, Mo.).
600.6207 VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.).
600.6208 VOR civil airway No. 208 (Los Angeles, Calif., to Palm Springs, Ariz.).
600.6209 VOR civil airway No. 209 (Mobile, Ala., to Tuscaloosa, Ala.).
600.6210 VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.).
600.6211 VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.).
600.6212 VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.).
600.6213 VOR civil airway No. 213 (Myrtle Beach, S. C., to Tappahannock, Va.).
600.6214 VOR civil airway No. 214 (Columbus, Ohio, to Pittsburgh, Pa.).
600.6215 VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).
600.6216 VOR civil airway No. 216 (Lamar, Colo., to Saginaw, Mich.).
600.6217 VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.).
600.6218 VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.).
600.6219 VOR civil airway No. 219 (Ogden, Utah, to Malad City, Idaho).
600.6220 VOR civil airway No. 220 (Kremmling, Colo., to Wolbach, Nebr.).
600.6221 VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).
600.6222 VOR civil airway No. 222 (El Paso, Tex., to Gordonsville, Va.).
600.6223 VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.).
600.6224 VOR civil airway No. 224 (Detroit, Mich., to United States-Canadian Border).
600.6225 VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.).
600.6226 VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.).
600.6227 VOR civil airway No. 227 (Louisville, Ky., to Peotone, Ill.).
600.6228 VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.).
600.6229 VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.).
600.6230 VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.).
600.6231 VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.).
600.6232 VOR civil airway No. 232 (Cleveland, Ohio, to Stroudsburg, Pa.).
600.6233 VOR civil airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).
600.6234 VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).

Sec.
600.6235 VOR civil airway No. 235 (Provo, Utah, to Fort Bridger, Wyo.).
600.6236 VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).
600.6237 VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).
600.6238 VOR civil airway No. 238 (Philipsburg, Pa., to Atlantic City, N. J.).
600.6239 VOR civil airway No. 239 (Wildwood, N. J., to Newark, N. J.).
600.6240 VOR civil airway No. 240 (New Orleans, La., to Mobile, Ala.).
600.6241 VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).
600.6242 VOR civil airway No. 242 (Mobile Ala., to Brookley AFB, Ala.).
600.6243 VOR civil airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).
600.6244 VOR civil airway No. 244 (Oakland, Calif., to Hanksville, Utah).
600.6245 VOR civil airway No. 245 (Goffs, Calif., to Las Vegas, Nev.).
600.6246 VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).
600.6247 VOR civil airway No. 247 (Scottsbluff, Nebr., to Crazy Woman, Wyo.).
600.6248 VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).
600.6249 VOR civil airway No. 249 (Caldwell, N. J., to Utica, N. Y.).
600.6250 VOR civil airway No. 250 (Imperial, Pa., to Clarion, Pa.).
600.6251 VOR civil airway No. 251 (Washington, D. C., to New York, N. Y.).
600.6252 VOR civil airway No. 252 (Buffalo, N. Y., to New York, N. Y.).
600.6253 VOR civil airway No. 253 (Provo, Utah, to Boise, Idaho).
600.6254 VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).
600.6255 VOR civil airway No. 255 (Burlington, Iowa to Janesville, Wis.).
600.6256 VOR civil airway No. 256 (Reinholds, Pa., to Yardley, Pa.).
600.6257 VOR civil airway No. 257 (Drake, Ariz., to Delta, Utah).
600.6258 VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).
600.6259 VOR civil airway No. 259 (Charlotte, N. C., to Tri-City, Tenn.).
600.6260 VOR civil airway No. 260 (Charleston, W. Va., to Richmond, Va.).
600.6261 VOR civil airway No. 261 (Pulaski, Va., to Beckley, W. Va.).
600.6262 VOR civil airway No. 262 (Bradford, Ill., to Chicago, Ill.).
600.6263 VOR civil airway No. 263 (Lamar, Colo., to Thurman, Colo.).
600.6264 VOR civil airway No. 264 (Los Angeles, Calif., to Prescott, Ariz.).
600.6265 VOR civil airway No. 265 (Washington, D. C., to Dunkirk, N. Y.).
600.6266 VOR civil airway No. 266 (Hickory, N. C., to Franklin, Va.).
600.6267 VOR civil airway No. 267 (Miami, Fla., to Jacksonville, Fla.).
600.6268 VOR civil airway No. 268 (Keymar, Md., to Baltimore, Md.).
600.6269 VOR civil airway No. 269 (Wells, Nev., to Dubois, Idaho).
600.6270 VOR civil airway No. 270 (Erie, Pa., to Chester, Mass.).
600.6271 VOR civil airway No. 271 (Bonneville, Utah, to Burley, Idaho).
600.6272 VOR civil airway No. 272 (Sayre, Okla., to Oklahoma City, Okla.).
600.6273 VOR civil airway No. 273 (Downsville, N. Y., to Syracuse, N. Y.).
600.6274 VOR civil airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.).
600.6275 VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.).
600.6276 VOR civil airway No. 276 (Navarre, Ohio, to Monmouth, N. J.).
600.6277 VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.).

Sec.
600.6278 VOR civil airway No. 278 (Guthrie, Tex., to Birmingham, Ala.).
600.6279 VOR civil airway No. 279 (Columbus, Ohio, to Findlay, Ohio).
600.6280 VOR civil airway No. 280 (El Paso, Tex., to Kansas City, Mo.).
600.6281 VOR civil airway No. 281 (Redmond, Oreg., to Spokane, Wash.).
600.6282 VOR civil airway No. 282 (Brandon, N. Y., to Montreal, Canada).
600.6283 VOR civil airway No. 283 (Redmond, Oreg., to Newberg, Oreg.).
600.6284 VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).
600.6285 VOR civil airway No. 285 (Myton, Utah, to Rawlins, Wash.).
600.6286 VOR civil airway No. 286 (Front Royal, Va., to Cape Charles, Va.).
600.6287 VOR civil airway No. 287 (North Bend, Oreg., to Newberg, Oreg.).
600.6288 VOR civil airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).
600.6289 VOR civil airway No. 289 (Beaumont, Tex., to Texarkana, Ark.).
600.6290 VOR civil airway No. 290 (Charleston, W. Va., to Montebello, Va.).
600.6291 VOR civil airway No. 291 (Prescott, Ariz., to Tuba City, Ariz.).
600.6292 VOR civil airway No. 292 (Hartford, Conn., to Boston, Mass.).
600.6293 VOR civil airway No. 293 (West Palm Beach, Fla., to St. Petersburg, Fla.).
600.6294 VOR civil airway No. 294 (Des Moines, Iowa, to Cedar Rapids, Iowa).
600.6295 VOR civil airway No. 295 (Miami, Fla., to Cross City, Fla.).
600.6296 VOR civil airway No. 296 (Asheville, N. C., to Charlotte, N. C.).
600.6297 VOR civil airway No. 297 (Mansfield, Ohio, to Carleton, Mich.).
600.6298 VOR civil airway No. 298 (Dubois, Idaho, to Casper, Wyo.).
600.6299 VOR civil airway No. 299 (Los Angeles, Calif., to Bakersfield, Calif.).
600.6300 VOR civil airway No. 300 (Sault Ste. Marie, Mich., to Toronto, Ontario).

HAWAIIAN VOR CIVIL AIRWAYS

600.6401 Hawaiian VOR civil airway No. 1.
600.6402 Hawaiian VOR civil airway No. 2.
600.6403 Hawaiian VOR civil airway No. 3.
600.6404 Hawaiian VOR civil airway No. 4.
600.6405 Hawaiian VOR civil airway No. 5.
600.6406 Hawaiian VOR civil airway No. 6.
600.6407 Hawaiian VOR civil airway No. 7.
600.6408 Hawaiian VOR civil airway No. 8.
600.6409 Hawaiian VOR civil airway No. 9.
600.6410 Hawaiian VOR civil airway No. 10.
600.6411 Hawaiian VOR civil airway No. 11.
600.6412 Hawaiian VOR civil airway No. 12.
600.6421 VOR civil airway No. 421 (Truth or Consequences, N. Mex., to Farmington, N. Mex.).
600.6422 VOR civil airway No. 422 (Chicago, Ill., to Garrett, Ind.)
600.6423 VOR civil airway No. 423 (Delta, Utah, to Malad City, Idaho).
600.6424 VOR civil airway No. 424 (Blue Springs, Mo., to Macon, Mo.).
600.6425 VOR civil airway No. 425 (Brookley AFB, Ala., to Axis, Ala.).
600.6426 VOR civil airway No. 426 (St. Louis, Mo., to Witt, Ill.).
600.6427 VOR civil airway No. 427 (Newcomerstown, Ohio, to Navarre, Ohio).
600.6428 VOR civil airway No. 428 (Elmira, N. Y., to Munnsville, N. Y.).
600.6429 VOR civil airway No. 429 (Roberts, Ill., to Joliet, Ill.).
600.6430 VOR civil airway No. 430 (Tiverton, Ohio to Wheeling, W. Va.).
600.6431 VOR civil airway No. 431 (Glens Falls, N. Y. to Plattsburg, N. Y.).

Sec.
600.6432 VOR civil airway No. 432. (unassigned)
600.6433 VOR civil airway No. 433 (Fresno, Calif., to Klamath Falls, Oreg.).

TRANSCONTINENTAL VOR CIVIL AIRWAYS

600.6600 VOR civil airway No. 1500 (San Francisco, Calif., to New York, N. Y.).
600.6602 VOR civil airway No. 1502 (San Francisco, Calif., to New York, N. Y.).
600.6604 VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.).
600.6606 VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.).
600.6608 VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N. Y.).
600.6610 VOR civil airway No. 1510 (Los Angeles, Calif., to New York, N. Y.).
600.6612 VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.).
600.6614 VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.).
600.6616 VOR civil airway No. 1516 (San Francisco, Calif., to Washington, D. C.).
600.6618 VOR civil airway No. 1518 (Los Angeles, Calif., to Washington, D. C.).
600.6620 VOR civil airway No. 1520 (Los Angeles, Calif., to Washington, D. C.).
600.6622 VOR civil airway No. 1522 (Los Angeles, Calif., to Washington, D. C.).
600.6629 VOR civil airway No. 1529 (Los Angeles, Calif., to United States-Canadian Border).
600.6631 VOR civil airway No. 1531 (San Francisco, Calif., to U. S.-Canadian Border).
600.6633 VOR civil airway No. 1533 (San Francisco, Calif., to U. S.-Canadian Border).
600.6635 VOR civil airway No. 1535 (Lovelock, Nev., to United States-Canadian Border).

AUTHORITY: §§ 600.1 to 600.6635 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 600.1 *Basis and purpose.* The basis of this part is found in sections 205 and 302 of the Civil Aeronautics Act of 1938, as amended. The purpose of this part is to designate civil airways in order to provide suitable and, insofar as possible safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

§ 600.2 *Explanation of terms.* As used in this part, terms shall be defined as follows:

(a) The United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

(b) The continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(c) "Civil airway" shall mean a path through the navigable airspace of the

United States, identified by an area on the surface of the earth, suitable for interstate, overseas, or foreign air commerce. Civil airways are classified as follows:

(1) Colored civil airways: (i) Green civil airways, (ii) Amber civil airways, (iii) Red civil airways, (iv) Blue civil airways.

(2) VOR civil airways: (i) Even numbered civil airways, (ii) Odd numbered civil airways.

(d) "Mile" shall mean statute mile unless otherwise specified in this part.

(e) All bearings shall be true from the point of origin.

(f) "INT" shall mean intersection.

(g) "RBN" shall mean radio beacon.

(h) "VOR" shall mean very high frequency omnirange station.

(i) "RR" shall mean low or medium frequency radio range station.

(j) "VORTAC" shall mean collocated VOR and TACAN.

(k) "TACAN" shall mean military tactical air navigational aid.

(l) "CONSOLAN" shall mean low frequency long range navigational aid.

(m) "FM" shall mean fan marker.

(n) "ILS" shall mean instrument landing system

(o) "TVOR" shall mean very high frequency terminal omnirange station.

(p) "OM" shall mean instrument landing system outer marker.

(q) "MM" shall mean instrument landing system middle marker.

(r) "Lat." shall mean latitude.

(s) "Long." shall mean longitude.

(t) "VHF" shall mean very high frequency.

(u) "N" shall mean North.

(v) "NE" shall mean Northeast.

(w) "E" shall mean East.

(x) "SE" shall mean Southeast.

(y) "S" shall mean South.

(z) "SW" shall mean Southwest.

(aa) "W" shall mean West.

(bb) "NW" shall mean northwest.

§ 600.3 *Extent of civil airways.* (a) Unless otherwise specified in Subparts B and C of this part, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: *Provided*, That a civil airway lying within the continental United States shall not include the airspace at and above 27,000 feet MSL: *Provided further*, That a civil airway shall not include any of the air space of a prohibited area as defined in Part 60 of this title.

(b) The center line of each civil airway shall be a line extended in the manner prescribed in this subpart through the center of the points or intersections specified for such airway.

(c) Except where otherwise provided in Subpart C, one or more alternate VOR civil airways shall be established between specified points along, and shall be a part of, each VOR civil airway. The center line of an alternate VOR civil airway shall depart from and return to the main VOR civil airway via the intersection of radials having an angle of 15 degrees (unless otherwise specified) separation from the main VOR civil airway.

§ 600.4 *Directions of airways.* Green and red colored civil airways and even numbered VOR civil airways normally are designated in a westerly to easterly direction between their initial and final terminals, even though portions of such airways may deviate from the westerly to easterly direction between any two or more intermediate points. Amber and blue colored civil airways and odd numbered VOR civil airways normally are designated in a southerly to northerly direction between their initial and final terminals, even though portions of such airways may deviate from the southerly to northerly direction between any two or more intermediate points.

§ 600.10 *Designation of civil airways.* The paths through the navigable airspace of the United States described in Subpart B and Subpart C are designated as civil airways.

SUBPART B—COLORED CIVIL AIRWAYS

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).* That airspace over United States territory lying within 2 miles either side of the southwest course of the Vancouver, British Columbia, radio range between the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southwest course of the Vancouver, British Columbia, radio range and the Vancouver, British Columbia, radio range station. That airspace over United States territory lying within 5 miles either side of direct lines from the Megantic, Quebec, Canada, radio range station via the Millinocket, Maine, radio range station to the Fredericton, New Brunswick, radio range station.

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Detroit, Mich., radio range; Detroit, Mich., radio range station to the Windsor, Ont., Canada, radio range station. From the Clear Creek, Ontario, Canada, nondirectional radio beacon via the Dunkirk, N. Y., nondirectional radio beacon; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Hartford, Conn., radio range station; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station."

§ 600.13 *Green civil airway No. 3 (Oakland, Calif., to New York, N. Y.).* From the Oakland, Calif., radio range station via the Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Reno, Nev., radio range; Reno, Nev., radio range station; Lovelock, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the west course of the Goshen, Ind., radio range and a 181° True bearing from the McCool, Ind., nondirectional radio beacon; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station;

the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range to the New York, N. Y. (LaGuardia), radio range station.

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.)*. From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a 260° True bearing from the Los Angeles nondirectional radio beacon and the southwest course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station, except that the portions of this civil airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu restricted area (R-100) and the established altitudes of the Point Mugu warning area (W-289) shall not be used by aircraft during the time of designation of this restricted area and this warning area unless prior approval is obtained from the Civil Aeronautics Administration Air Traffic Control; Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Moro, N. Mex., radio range station to Albuquerque, N. Mex., radio range station excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Albuquerque restricted area (R-313) during the restricted area's time of designation; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Philadelphia International Airport, Philadelphia, Pa.

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.)*. From the Los Angeles, Calif., nondirectional radio beacon via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station, excluding the portion which lies outside the continental United States; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Sulphur Springs, Tex., nondirectional radio beacon; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radio beacon; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville radio range and a line bearing 297° True from the Smithville, Tenn., nondirectional radio beacon; Smithville, Tenn., nondirectional radio beacon; the intersection of a line bearing 112° True from the Smithville, Tenn., nondirectional radio beacon and the west course of the Knoxville, Tenn., radio range; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Andrews, Md., radio range station; Millville, N. J., radio range station; Beachwood, N. J., nondirectional radio beacon; the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Peconic, Long Island, N. Y., radio range; Peconic, Long Island, N. Y., radio range station; the intersection of the northeast course of the Peconic, Long Island, N. Y., radio range and the southeast course of the Hartford, Conn., radio range to the Boston, Mass., radio range station.

§ 600.16 *Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.)*. From the Alice, Tex., radio range station via the Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., nondirectional radio beacon; Lafayette, La., nondirectional radio beacon; New Orleans, La., radio range station via the Keesler AFB, Biloxi, Miss., radio range station; Mobile, Ala., nondirection radio beacon; Maxwell, AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station to the Norfolk Municipal Airport, Norfolk, Va.

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska)*. From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.18 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska)*. From the Cold Bay, Alaska, radio range station via the King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai radio range and a line bearing 266° True from the Anchorage radio range station; Anchorage, Alaska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage radio range; Gulkana, Alaska, radio range station; the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

§ 600.19 *Green civil airway No. 9 (Hawaiian Islands)*. From the intersection of the west course of the Honolulu, Oahu, T. H., radio range and the south course of the Port Allen, Kauai, T. H., radio range via the Honolulu, Oahu, T. H., radio range station to the intersection of the northeast course of the Honolulu radio range and the north course of the Hilo, T. H., radio range.

§ 600.20 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.)*. That airspace over United States territory from the Vancouver, British Columbia, Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station; Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station.

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska)*. That airspace over United States territory from the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., Radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; Newhall, Calif., radio range station; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; the intersection of the northwest course of the Fresno, Calif., radio range and the southeast course of the Sacramento, Calif., radio range; Sacramento, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range station excluding the portion below 1,500 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-503) and the portion below 5,000 feet mean sea level which lies over Fort Lewis, Wash., restricted area (R-504); the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, British Columbia, radio range; Patricia Bay, British Columbia, Canada, radio range station to the intersection of the north course of the Patricia Bay, British Columbia, radio range and the southeast course of the Comox, British Columbia, Canada, radio range, excluding the air space lying more than 2 miles west of and parallel to the south course of the Patricia Bay, British Columbia, radio range between the intersection of the northwest course of the Seattle, Wash., radio range with the south course of the Patricia Bay, British Columbia, radio range and the United States-Canadian Border. That airspace over United States territory from the Sandspit, British Columbia, radio range station via the intersection of the northwest course of the Sandspit, British Columbia, radio range and the southwest course of the Annette Island, Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Hinchinbrook, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

§ 600.102 *Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska)*. From the Daggett, Calif., radio range station via the Good Springs, Nev., nondirectional radio beacon; Las Vegas, Nev., radio range station; the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; thence via Latitude 38°24′30″, Longitude 113°01′40″; Delta, Utah, radio range station; the intersection of the northeast course of the Delta, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Fairbanks, Alaska, radio range station; Bettles, Alaska, radio range station; Umiat, Alaska, nondirectional radio beacon to the Point Barrow, Alaska, nondirectional radio beacon.

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.)*. From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Truth or Consequences, N. Mex., radio range via the Truth or Consequences, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station. The portion of this civil airway above 20,000 feet MSL which overlaps the White Sands restricted area, Area 2 (R-521), (published in § 608.59 of this chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.)*. From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the San Antonio, Tex., radio range; San Antonio, Tex., radio range station; the intersection of the north course of the San Antonio, Tex., radio range and a line bearing 226° True from the Austin, Tex., nondirectional beacon; Austin, Tex., nondirectional radio beacon; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; Oklahoma City, Okla., radio range station; the intersection of the southeast course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station to the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range. From the Omaha, Nebr., radio range station via the Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.)*. From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14′00″, Longitude 90°09′00″; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station;

Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

§ 600.106 *Amber civil airway No, 6 (Jacksonville, Fla., to United States-Canadian Border).* From the Jacksonville, Fla., radio range station via the Alma, Ga., radio range station; Macon, Ga., radio range station to the Atlanta, Ga., radio range station. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon; Cincinnati, Ohio, radio range station to the intersection of the northeast course of the Cincinnati, Ohio, radio range and the west course of the Columbus, Ohio, radio range. From the Akron, Ohio, RR via the intersection of the north course of the Akron RR and the east course of the Cleveland, Ohio, RR; Perry, Ohio, RBN to the Clear Creek, Ont., Canada, RBN.

§ 600.107 *Amber civil airway No. 7 (Miami, Fla., to United States-Canadian Border).* From the Miami, Fla., ILS outer marker compass locator via the intersection of a line bearing 087° True from the ILS outer marker compass locator and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia), radio range; Hartford, Conn., radio range station; the intersection of a direct line between the Hartford, Conn., radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28′47″, long. 71°23′21″) with the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station thence via a direct line between the Presque Isle, Maine, radio range station and the Mont Joli, Quebec, Canada, radio range station to the U. S.-Canadian Border.

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).* From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a line bearing 260° True from the Los Angeles nondirectional radio beacon and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station to the Santa Barbara, Calif., radio range station. From the intersection of the southwest course of the Travis AFB, Fairfield Calif., radio range and a line bearing 296° True from the San Francisco Gap, Calif., nondirectional radio beacon via the Travis AFB, Calif., radio range station to the intersection of the northeast course of the Travis AFB, Fairfield, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamth Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station.

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).* From the Charleston, S. C., radio range station via the Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range to the Norfolk, Va., radio range station. The portion of this airway above 5500 feet above mean sea level within 60 miles of a point at latitude 34°54′30″, longitude 76°53′00″ is excluded daily from sunset to sunrise.

§ 600.110 *Amber civil airway No. 10 (Hawaiian Islands).* From the intersection of the west course of the Hilo, T. H., radio range and the south course of the Honolulu, T. H., radio range to the Honolulu, T. H., radio range station excluding the portion above 21,000 feet mean sea level which overlaps Warning Area (W–321).

§ 600.111 *Amber civil airway No. 11 (Hawaiian Islands).* From the intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range via the Maui, T. H., radio range station to the intersection of the north course of the Maui, T. H., radio range and a point 38 statute miles north of the Maui, T. H., radio range station.

§ 600.112 *Amber civil airway No. 12 (Hawaiian Islands).* From the intersection of the south course of the Hilo, T. H., radio range and point 37 miles south of the Hilo, T. H., radio range station via the Hilo, T. H., radio range station to the intersection of the north course of the Hilo, T. H., radio range and the southeast course of the Maui, T. H., radio range.

§ 600.113 *Amber civil airway No. 13 (Hawaiian Islands).* From the intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range to the Port Allen, Kauai, T. H., radio range station.

§ 600.115 *Amber civil airway No. 15 (United States-Canadian Border to Annette Island, Alaska).* The airspace over United States territory from the Ethelda Bay, British Columbia, Canada, nondirectional radio beacon to the Annette Island, Alaska, radio range station.

RED CIVIL AIRWAYS

§ 600.202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).* From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia) radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range. From the New York, N. Y. (LaGuardia), radio range station to the intersection of the northeast course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).* From the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).* From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).* From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).* From the intersection of the west course of the Wright-Patterson AFB radio range and the northwest course of the Cincinnati, Ohio, radio range via the Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the east course of the Wright-Patterson AFB radio range and the northeast course of the Cincinnati, Ohio, radio range. From the Butler, Pa., nondirectional radio beacon via the Brookville, Pa., nondirectional radio beacon; the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range; Williamsport, Pa., radio range station; Crystal Lake, Pa., nondirectional radio beacon to the Newark, N. J., radio range station.

§ 600.209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).* From the San Diego, Calif., radio range station via the intersection of the east course of the San Diego, Calif., radio range and the west course of the El Centro, Calif., radio range; El Centro, Calif., radio range station; Yuma, Ariz., radio range station,—excluding the portion which lies outside the continental United States; the intersection of the east course of the Yuma, Ariz., radio range and the west course of the Gila Bend, Ariz., radio range; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range.

§ 600.210 *Red civil airway No. 10 (Dallas, Tex., to Augusta, Ga.).* From the Dallas, Tex., nondirectional radio beacon via the Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio range and a line bearing 267° True from the Atlanta, Ga., radio range; Atlanta, Ga., radio range station to the Augusta, Ga., radio range station, excluding the portion lying within the geographic limits of, and between the designated altitudes of, the Fort Gordon restricted area (R–124) during the restricted area's time of designation.

§ 600.211 *Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).* From the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range via the Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon to the intersection of a line bearing 52° True from the Vichy nondirectional radio beacon and the west course of the St. Louis, Mo., radio range. From the Albany, N. Y., radio range station to the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range. From the Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

§ 600.212 *Red civil airway No. 12 (Chicago, Ill., to Detroit, Mich.).* From the intersection of the northeast course of the Joliet, Ill., radio range and the west course of the Chicago, Ill., radio range via the Chicago, Ill., radio range station; South Bend, Ind., radio range station to the Detroit, Mich., radio range station.

§ 600.213 *Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).* From the Wheeling, W. Va., nondirectional radio beacon via the Clinton, Pa., nondirectional radio beacon; Butler, Pa., nondirectional radio beacon; Westover, Pa., nondirectional radio beacon to the Philipsburg, Pa., radio range station. From the Crystal Lake, Pa., nondirectional radio beacon via the Stewart AFB, N. Y., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Hartford, Conn., radio range station; Providence, R. I., radio range station via the intersection of the north course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range to the intersection of a direct line between the intersection of the north course of the Providence radio range and the southwest course of the Boston radio range and the Bedford, Mass., nondirectional radio beacon (located at lat. 42°28′47″, long. 71°23′21″) with the west course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Milwaukee, Wis., to Indianapolis, Ind.).* From the intersection of the west course of the Milwaukee, Wis., radio range and the northwest course of the Chicago, Ill., radio range via the Chicago, Ill., radio range to the Indianapolis, Ind., radio range station.

§ 600.215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* From the intersection of the northeast course of the Reno, Nev., radio range and the northwest course of the Fallon, Nev., radio range via the Fallon, Nev., radio range station; the intersection of the southeast course of the Fallon radio range with a point at latitude 38°39′50″, longitude 117°51′00″ to the Tonopah, Nev., radio range station. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott radio range and the northwest course of the Phoenix radio range to the Phoenix, Ariz., radio range station.

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).* From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R–336), between sunset and sunrise. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the south course of the Florence, S. C., radio range; Florence, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon; the intersection of a line bearing 21° True from the Lumberton, N. C., nondirectional radio beacon and a line bearing 191° True from the Raleigh, N. C., radio range station to the Raleigh, N. C., radio range Station.

§ 600.217 *Red civil airway No. 17 Rantoul, Ill., to Baltimore, Md.).* From the Chanute AFB, Rantoul, Ill., nondirectional radio beacon to the intersection of a line bearing 44° True from the nondirectional radio beacon with the southeast course of the Chicago, Ill., radio range. From the Martinsburg, W. Va., radio range station via the intersection of a line bearing 11° True from the Springfield, Va., nondirectional radio beacon and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station to the intersection of the east course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range, except that the portion of the civil airway which overlaps the Aberdeen restricted area (R–24) (published in § 608.28 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* From the intersection of the east course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the Springfield, Va., nondirectional radio beacon.

§ 600.219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).* From the Traverse City, Mich., radio range station via the Gladwin, Mich., nondirectional radio beacon; Saginaw, Mich., nondirectional radio beacon; Flint, Mich., ILS outer Marker; Detroit, Mich., radio range station; the intersection of the southeast course of the Detroit, Mich. radio range and the west course of the Akron, Ohio, radio range to the Akron, Ohio, radio range station. From the intersection of the southeast course of the Front Royal, Va., radio range and the west course of the Quantico, Va. (Navy), radio range to the Quantico, Va. (Navy), radio range station, excluding the portion more than 1 mile north of the west course of the Quantico, Va. (Navy), radio range. From the intersection of the north course of the Richmond, Va., radio range and the northwest course of the Tappahannock, Va., radio range via the Tappahannock, Va., radio range station to the intersection of the southeast course of the Tappahannock, Va., radio range and the north course of the Norfolk, Va. (Navy), radio range, excluding those portions more than 2 miles either side of the northwest course of the Tappahannock, Va., radio range and the portion which overlaps the Patuxent, Md., restricted area (R–43), thence to the Norfolk, Va., Navy radio range station excluding the portion which overlaps Plum Tree Island restricted area (R–49)

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the northwest course of the Selfridge, Mich., AFB radio range and the northwest course of the Windsor, Ont., Can., radio range; Windsor, Ont., Can., radio range station; Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77, excluding the portion below 6,000 feet MSL which lies over Patuxent restricted area (R–71).

§ 600.221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).* From the intersection of the east course of the New York (La Guardia), N. Y., radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the northeast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy), radio range via the intersection of the west course of the Quonset Point, R. I. (Navy), radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy), radio range station to the intersection of the northeast course of the Squantum, Mass. (Navy), radio range and the east course of the Boston, Mass., radio range.

§ 600.222 *Red civil airway No. 22 (Mount Clemens, Mich., to Buffalo, N. Y.).* From the Mount Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States. From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border to the Buffalo, N. Y., radio range station.

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* That airspace over United States territory from the Lakehead, Ont., Canada, radio range station via the Houghton, Mich., radio range station; Grand Marias, Mich., radio range station; Sault Ste. Marie, Mich., radio range station to the Gore Bay, Ont., Canada, radio range station. That airspace over United States territory from the Toronto, Ont., Canada, radio range station via the Buffalo, N. Y., radio range station; Dansville, N. Y., nondirectional radio beacon; Elmira, N. Y., radio range station; New York (La Guardia), N. Y., radio range station to the intersection of the east course of the New York (La Gaurdia), N. Y., radio range and the northeast course of the Peconic, Long Island, N. Y., radio range.

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 *Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).* That airspace over United States territory from the Quebec, Canada, radio range station via the intersection of the northwest course of the Bangor, Maine, radio range and the west course of the Millinocket, Maine, radio range to the intersection of the northwest course of the Bangor, Maine, radio range and the southwest course of the Millinocket, Maine, radio range.

§ 600.226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).* From the intersection of the southwest course of the Richmond, Va., radio range and the northwest course of the Waverly, Va., radio range via the Waverly, Va., radio range station to the intersection of the southeast course of the Waverly, Va., radio range and the southwest course of the Norfolk, Va., radio range.

§ 600.227 *Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).* From the intersection of the northwest course of the Nenana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range via the Nenana, Alaska, radio range station to the intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 600.228 *Red civil airway No. 28 (Chicago, Ill., to Detroit, Mich.).* From the Chicago, Ill., radio range station via the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the intersection of a line bearing 127° True from the Lansing radio range station to its intersection with the west course of the Detroit, Mich., radio range.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La., radio range and the northwest course of the Baton Rouge, La., radio range; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the west course of the New Orleans, La., radio range. From the New Orleans, La., radio range station via the intersection of the east course of the New Orleans radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; Brookley AFB, Ala., nondirectional radio beacon; Saufley Field (Navy), Fla., nondirectional radio beacon; the intersection of a line bearing 057° True from the Saufley Field (Navy) nondirectional radio beacon to its intersection with the west course of the Crestview, Fla., radio range; Crestview, Fla., radio range station; the intersection of the east course of the Crestview radio range and the northwest course of the Tallahassee, Fla., radio range; Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station. The portion of this airway below 2,000 feet MSL which lies within the Pensacola caution area C–488 is excluded; the portion which lies within the geographic limits of, and between the designated altitudes of the Valparaiso restricted area (R–283) is excluded during the restricted area's time of designation; the portions above 19,000 feet MSL which lies beneath and, also, the portions which lie within the geographic limits of, and between the designated altitudes of, the Tyndall AFB restricted area (R–336) are excluded during this restricted area's time of designation.

§ 600.231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).* From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; the intersection of the east course of the Rapid City, S. Dak., radio range and the west course of the Pierre, S. Dak., radio range; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range to the Huron, S. Dak., radio range station. From the Minneapolis, Minn., radio range station via the Stanton, Minn., nondirectional radio beacon to the La Crosse, Wis., radio range station.

§ 600.232 *Red civil airway No. 32 (Austin, Tex., to Houston, Tex.).* From the Austin, Tex., nondirectional radio beacon via the Smithville, Tex., nondirectional radio beacon; the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).* From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., Navy radio range via the Langley, Va., AFB radio range station, excluding the portion which overlaps the Plum Tree Island Restricted Area (R-49), to the Richmond, Va., radio range station. From the intersection of the east course of the Poughkeepsie, N. Y., radio range and the southwest course of the Chicopee, Westover AFB, Mass., radio range via the Chicopee, Westover AFB, Mass., radio range station to the intersection of the northeast course of the Chicopee, Westover AFB, Mass., radio range and the west course of the Boston, Mass., radio range.

§ 600.234 *Red civil airway No. 34 (Pulaski, Va., to Weeksville, N. C.).* From the Pulaski, Va., RR to the Greensboro, N. C., RR. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range to the Raleigh, N. C., radio range station. From the intersection of a line bearing 11° True from the New Bern, N. C. nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range to the Weeksville, N. C. (Navy), radio range station.

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).* From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the southwest course of the Forbes AFB, Kans., radio range; Forbes AFB, Kans., radio range station to the intersection of the northeast course of the Forbes, AFB radio range and the northwest course of the Kansas City, Mo., radio range.

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* From the Stanton, Minn., nondirectional beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis., radio range.

§ 600.237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).* From the Tyler, Tex., nondirectional radio beacon to the intersection of a line bearing 13° True from the Tyler nondirectional radio beacon with the west course of the Shreveport, La., radio range. From the Roanoke, Va., RR via the Lynchburg, Va., RR to the Gordonsville, Va., RR.

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).* From the Kodiak, Alaska, radio range station via the Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station to the Anchorage, Alaska, radio range station.

§ 600.241 *Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).* From the intersection of the northwest course of the Sitka (Biorka Island) Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range via the Gustavus, Alaska, radio range station to the Sisters Island, nondirectional radio beacon.

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to Princeton, B. C., Canada).* That airspace over United States territory from the Bellingham, Wash., radio range station to the Princeton, British Columbia, Canada, radio range station.

§ 600.245 *Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).* From the Blackstone, Va., radio range station via the Manakin, Va., nondirectional radio beacon; the intersection of the south course of the Quantico, Va. (Navy), radio range and the southwest course of the Washington, D. C., radio range; Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than 2 miles west of the north course of the Quantico, Va. (Navy), radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range. From the Riverdale, Md., nondirectional radio beacon via the Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and the southwest course of the Allentown, Pa., radio range.

§ 600.246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).* That airspace over United States territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak., radio range station to the Jamestown, N. Dak., radio range station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station to the Fort Bridger, Wyo., radio range station.

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska, radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

§ 600.251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).* From the Blackstone, Va., radio range station via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station, excluding the portions which overlap the Camp Pickett Restricted Area (R-44) and the Plum Tree Island Restricted Area (R-49).

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* From the Memphis, Tenn., radio range station via the Muscle Shoals, Ala., radio range station; the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range to the Birmingham, Ala., radio range station.

§ 600.253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton, Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

§ 600.257 *Red civil airway No. 57 (Akron, Ohio, to Youngstown, Ohio).* From the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

§ 600.258 *Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border).* That airspace over United States territory from the Augusta, Maine, radio range station via the Bangor, Maine, radio range station; Pennfield Ridge, New Brunswick, Canada, radio range station to the St. John, New Brunswick, Canada, radio range station.

§ 600.259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* From the Garden City, Kans., radio range station via the intersection of the south course of the Garden City, Kans., radio range and the northwest course of the Gage, Okla., radio range; Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

§ 600.260 *Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).* From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.261 *Red civil airway No. 61 (Butler, Pa., to Johnstown, Pa.).* From the intersection of the southeast course of the Akron, Pa., radio range and the northwest course of the Pittsburgh, Pa., radio range via the Butler, Pa., nondirectional radio beacon to the Johnstown, Pa., nondirectional radio beacon.

§ 600.263 *Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., nondirectional radio beacon.

§ 600.264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 600.265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).* From the Los Angeles, Calif., nondirectional radio beacon via the intersection of a line bearing 175° True from the Los Angeles nondirectional radio beacon and a line bearing 279° True from the Oceanside, Calif., nondirectional radio beacon; Oceanside, Calif., nondirectional radio beacon; Julian, Calif., nondirectional radio beacon to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).* From the Crestview, Fla., radio range station via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the southwest course of the Columbus, Ga., radio range; Columbus, Ga., radio range station; the intersection of the northeast course of the Columbus, Ga., radio range and a line bearing 182° True from the Marietta, Ga. (Lost Mountain), nondirectional radio beacon to the intersection of the line bearing 182° True from the Marietta, Ga. (Lost Mountain) nondirectional beacon and the southwest course of the Atlanta, Ga., radio range, excluding the portions above 19,000 feet MSL which lie within Tyndall restricted area (R-336) between sunset and sunrise, and excluding the portion which overlaps Fort Benning restricted area (R-129).

§ 600.268 *Red civil airway No. 68 (Palo Pinto, Tex., to Shreveport, La.).* From the intersection of the west course of the Fort Worth, Tex., radio range and the northwest course of the Waco, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and a line bearing 255° True from the Dallas nondirectional radio beacon to the Dallas, Tex., nondirectional radio beacon. From the Duncanville, Tex., nondirectional radio beacon via the Tyler, Tex., nondirectional radio beacon to the Shreveport, La., radio range station.

§ 600.269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* From the intersection of the east course of the El Paso, Tex., radio range and the southwest course of the Roswell, N. Mex., radio range via the Roswell, N. Mex., radio range station; the intersection of the northeast course of the Roswell, N. Mex., radio range and the west course of the Lubbock, Tex., radio range to the Lubbock, Tex., radio range station.

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range. From the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Willow Grove, Pa., radio range via the Willow Grove, Pa., radio range station; the intersection of the northeast course of the Willow Grove, Pa., radio range and the east course of the Allentown, Pa., radio range; the Chatham, N. J., non-directional radio beacon to the Paterson, N. J., non-directional radio beacon.

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Pa., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

§ 600.274 *Red civil airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).* From the Keesler AFB radio range station, Biloxi, Miss., via the intersection of the southeast course of the Keesler AFB radio range with the centerline of Red civil airway No. 30; Mobile, Ala., nondirectional radio beacon to the Brookley AFB, Ala., nondirectional radio beacon.

§ 600.275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, British Columbia, to United States-Canadian Border, Abbotsford, British Columbia).* That airspace over United States territory from the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, British Columbia, radio range via the Abbotsford, British Columbia, radio range station to the intersection of the east course of the Abbotsford, British Columbia, radio range and the northeast course of the Bellingham, Wash., radio range.

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

§ 600.277 *Red civil airway No. 77 (Richmond, Va., to Atlantic City, N. J.).* From the Richmond, Va., radio range station via the Tappahannock, Va., radio range station; Dover, Del., AFB nondirectional radio beacon to the Atlantic City, N. J., radio range station, excluding the portion below 6,000 feet which lies over Patuxent restricted area (R-71), and excluding the portion which lies over Patuxent restricted area (R-43).

§ 600.278 *Red civil airway No. 78 Medford, Oreg., to Klamath Falls, Oreg.).* From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

§ 600.279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).* That airspace over United States territory from the Neah Bay, Wash., radio range station via the Port Angeles, Wash., CGAS nondirectional radio beacon to the Dungeness, Wash., fan marker excluding the portion below 6,000 feet which overlaps Restricted Area (R-236) and excluding the portion which conflicts with the Albert Head Restricted Area (R-407). From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

§ 600.280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).* From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range via the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range; Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station

§ 600.281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).* From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the north course of the Anchorage (Merrill), Alaska, radio range.

§ 600.283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).* From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range via the Gila Bend, Ariz., radio range station to the Tucson, Ariz., radio range station.

§ 600.284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).* From the Meridian, Miss., radio range station via the Maxwell AFB, Ala., radio range station; the intersection of the east course of the Maxwell AFB, Ala., radio range and the northwest course of the Columbus, Ga., radio range to the Columbus, Ga., radio range station, excluding the portion which overlaps Fort Benning (restricted area (R-129).

§ 600.286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).* From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range to the Houlton, Maine, radio range station, excluding that portion outside the continental limits of the United States.

§ 600.287 *Red civil airway No. 87 (Hawaiian Islands).* From the intersection of northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station via the Port Allen, Kauai, T. H., radio range station; the intersection of the southeast course of the Port Allen, T. H., radio range and the west course of the Honolulu, T. H., radio range; Honolulu, T. H., radio range station; Maui, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range; Hilo, Hawaii, T. H., radio range station to the intersection of the east course of the Hilo, T. H., radio range and the southeast course of the Maui radio range. The portions of this airway at 5,000 feet MSL and below which lie within the Bonham, T. H., restricted area (R-509) and the Bonham, T. H., warning area (W-510) are excluded.

§ 600.288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).* From the Albuquerque, N. Mex., radio range station via the Roswell, N. Mex., radio range station; the intersection of the southeast course of the Roswell, N. Mex., radio range and the west course of the Hobbs, N. Mex., radio range; Hobbs, N. Mex., radio range station to the intersection of the east course of the Hobbs, N. Mex., radio range and the south course of the Lubbock, Tex., radio range.

§ 600.289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).* From the Quincy, Ill., nondirectional radio beacon via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).* From the Camarillo, Calif., radio range station to the Burbank, Calif., radio range station.

§ 600.291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).* From the Dunkirk, N. Y., nondirectional radio beacon via the Dansville, N. Y., nondirectional radio beacon to the Syracuse, N. Y., radio range station.

§ 600.292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).* That airspace over United States territory from the Sault Ste. Marie, Mich., radio range station to the Sudbury, Ontario, Canada, radio range station.

§ 600.294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).* From the Providence, R. I., radio range station via the Otis AFB, Falmouth, Mass., nondirectional radio beacon located at Lat. 41°36′15″, Long. 70°32′31″, to the Hyannis, Mass., nondirectional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis AFB nondirectional radio beacon and the Hyannis nondirectional radio beacon.

§ 600.295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.).* From the Elmira, N. Y., radio range station to the Utica, N. Y., radio range station.

§ 600.296 *Red civil airway No. 96 (Lake Charles, La., to Baton Rouge, La.).* From the Lake Charles, La., nondirectional radio beacon via the Lafayette, La., nondirectional radio beacon to the Baton Rouge, La., radio range station.

§ 600.297 *Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* That airspace over United States territory from the Lakehead, Ontario, Canada, radio range station via the Sault Ste. Marie, Mich., radio range station to the Wiarton, Ontario, Canada, radio range station.

§ 600.299 *Red civil airway No. 99 (Illiamna, Alaska, to Homer, Alaska).* From the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range via the Iliamna, Alaska, radio range station to the intersection of the southeast course of the Iliamna, Alaska, radio range the west course of the Homer, Alaska, radio range.

§ 600.300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.).* From the South Bend, Ind., radio range station to the Battle Creek, Mich., radio range station.

§ 600.302 *Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.).* From the Lexington, Ky., nondirectional radio beacon to the Huntington, W. Va., nondirectional radio beacon.

§ 600.303 *Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).* From the Anchorage, Alaska, radio range station via the intersection of a line bearing 266° True from the Anchorage, Alaska, radio range station and the northeast course of the Kenai, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the southeast course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range to the Middleton Island, Alaska, radio range station.

§ 600.304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).* From the Greensboro, N. C., radio range station to the intersection of the southeast course of the Greensboro, N. C., radio range with a line bearing 191° True from the Raleigh, N. C., radio range.

§ 600.305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).* From the intersection of the northeast course of the Wichita, Kans., radio range and the west course of the Chanute, Kans., radio range via the Chanute, Kans., radio range station to the intersection of the east course of the Chanute, Kans., radio range and a 344° True bearing from the Neosho, Mo., omnirange station.

§ 600.306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).* From the Scottsbluff, Nebr., radio range station to the intersection of the southeast course of the Scottsbluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range.

§ 600.307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).* From the Stanton, Minn., nondirectional radio beacon to the intersection of the southeast course of the Minneapolis, Minn., radio range and the north course of the Rochester, Minn., radio range.

§ 600.308 *Red civil airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).* From the Corinne, Utah, nondirectional radio beacon to the Fort Bridger, Wyo., radio range station.

§ 600.309 *Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station.

§ 300.312 *Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).* From the intersection of the west course of the Westfield, Mass., radio range with a straight line between Albany, N. Y., radio range station and the Hartford, Conn., radio range station to the Westfield, Mass., radio range station.

§ 600.313 *Red civil airway No. 113 (Hawaiian Islands).* From the intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range station via the Honolulu, Oahu, T. H., radio range station; Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of a line bearing 62° True from the Makapuu Point nondirectional radio beacon and the north course of the Maui, T. H., radio range to the intersection of the north course of the Maui, T. H., radio range and the northeast course of the Honolulu radio range.

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).* From the Miami, Fla., nondirectional radio beacon to the Tampa, Fla., radio range station.

§ 600.602 *Blue civil airway No. 2 (San Diego, Calif., to Oceanside, Calif.).* From the Loma Portal, Calif., nondirectional radio beacon via the intersection of a 287° True bearing from the Loma Portal nondirectional radio beacon and a 178° True bearing from the Oceanside nondirectional radio beacon to the Oceanside, Calif., nondirectional radio beacon.

§ 600.603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).* From the Miami, Fla., nondirectional radio beacon via the Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range; Cross City, Fla., radio range station to the Tallahassee, Fla., radio range station, excluding the portion above 19,000 feet mean sea level which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell AFB, Montgomery, Ala., radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20′00″, Long. 85°34′00″ and Lat. 31°34′00″, Long. 85°42′00″, and excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise, to the Maxwell AFB, Montgomery, Ala., radio range station. From the intersection of the south course of the Goshen, Ind., radio range and the southwest course of the Fort Wayne, Ind., radio range via the Goshen, Ind., radio range station; the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon to the Sault Ste. Marie, Mich., radio range station.

§ 600.604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).* From the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the Montreal, Que., Canada, radio range station, excluding the airspace which lies outside the continental United States. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) are excluded during the restricted area's time of designation.

§ 600.605 *Blue civil airway No. 5 (Waco, Tex., to Wichita, Kans.).* From the Waco, Tex., radio range station via the intersection of the northeast course of the Waco, Tex., radio range and a line bearing 185° True from the Dallas, Tex., nondirectional radio beacon; Dallas, Tex., nondirectional radio beacon; Ardmore, Okla., nondirectional radio beacon to the intersection of the south course of the Tinker AFB, Okla., radio range and the southeast course of the Oklahoma City, Okla., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range.

§ 600.606 *Blue civil airway No. 6 (Springfield, Ill., to Muskegon, Mich.).* From the Springfield, Ill., RR to the Peoria, Ill., RR. From the INT of the west course of the Goshen, Ind., RR and the south course of the South Bend, Ind., RR via the South Bend, Ind., RR to the INT of the north course of the South Bend, Ind., RR and the northeast course of the Chicago, Ill., RR. From the INT of the northeast course of the Chicago, Ill., RR and the southwest course of the Grand Rapids, Mich., RR to the Muskegon, Mich., RR.

§ 600.607 *Blue civil airway No. 7 (Altamont, Calif., to Williams, Calif.).* From the intersection of the south course of the Travis AFB radio range and the west course of the Stockton, Calif., radio range via the Travis AFB, Fairfield, Calif., radio range station to the Williams, Calif., radio range station.

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).* That airspace over United States territory from the Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station to the Winnipeg, Ont., Canada, radio range station.

§ 600.609 *Blue civil airway No. 9 (Rochester, Minn., to United States-Canadian Border).* From the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. That airspace over United States territory from the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the Lakehead, Ont., Canada, radio range station.

§ 600.610 *Blue civil airway No. 10 (Oakland, Calif., to Red Bluff, Calif.).* From the Oakland, Calif., radio range station via the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range; Williams, Calif., radio range station to the Red Bluff, Calif., radio range station.

§ 600.612 *Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska).* From the McGrath, Alaska, radio range station to the Galena, Alaska, radio range station.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).* From the Houston, Tex., radio range station via the Lufkin, Tex., nondirectional radio beacon; Shreveport, La., radio range station; the intersection of the northwest course of the Shreveport, La., radio range and the south course of the Texarkana, Ark., radio range; Texarkana, Ark., radio range station to the Fort Smith, Ark., nondirectional radio beacon excluding the portion which overlaps the Camp Chaffee restricted area (R-215). From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station.

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* From the intersection of the west course of the El Centro, Calif., radio range and a bearing 165° True from the Julian, Calif., non-directional radio beacon to the Julian, Calif., non-directional radio beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range; the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno radio range and the south course of the Stockton radio range; Stockton, Calif., radio range station to the intersection of the north course of the Stockton radio range and the southeast course of the Sacramento, Calif., radio range.

§ 600.615 *Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio).* From the Akron, Ohio, Akron-Canton County Airport ILS outer marker to the Hubbard, Ohio, nondirectional radio beacon. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R-541) are excluded during the restricted area's time of designation.

§ 600.616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).* From the Waverly, Va., radio range station to the Tappahannock, Va., radio range station.

§ 600.617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).* From the intersection of the northeast course of the Bangor, Maine, radio range and the south course of the Houlton, Maine, radio range via the Houlton, Maine, radio range station; the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range via the Presque Isle, Maine, radio range station to the Municipal Airport, Caribou, Maine, excluding that portion which lies outside the continental United States.

§ 600.618 *Blue civil airway No. 18 (Paterson, N. J., to Burlington, Vt.).* From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range via the Poughkeepsie, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the Poughkeepsie, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the Poughkeepsie, N. Y., radio range and a point 10 miles south of the Poughkeepsie, N. Y., radio range; the Albany, N. Y., radio range station; to the Burlington, Vt., radio range station.

§ 600.619 *Blue civil airway No. 19 (Key West, Fla., to Melbourne, Fla.).* From the Key West, Fla., radio range station via the Perrine, Fla., radio range station; to the Melbourne, Fla., radio range station.

§ 600.620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).* From the intersection of the southwest course of the Atlantic City, N. J., radio range and the southeast course of the Millville, N. J., radio range via the intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the north course of the Philadelphia, Pa., radio range and a line bearing 192° True from the Allentown, Pa., radio range to the Allentown, Pa., radio range station.

§ 600.621 *Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.).* From the intersection of the southeast course of the Andrews, Md., radio range and the south course of the Baltimore, Md., radio range to the Baltimore, Md., radio range station, excluding the portions which overlap restricted areas and excluding that portion which lies more than two miles east of the south course of the Baltimore radio range between the intersection of the south course of the Baltimore range with the southeast course of the Washington, D. C., radio range and the intersection of the south course of the Baltimore radio range with a 63° bearing from the Riverdale, Md., RBN. From the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range via the Harrisburg, Pa., radio range; Williamsport, Pa., radio range station to the intersection of the north course of the Williamsport, Pa., radio range and the southwest course of the Elmira, N. Y., radio range. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) are excluded during the restricted area's time of designation.

§ 600.622 *Blue civil airway No. 22 (Delta, Utah, to Malad City, Idaho).* From the Delta, Utah, radio range station via the Promontory Point, Utah, nondirectional radio beacon to the Malad City, Idaho, radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of the Tooele restricted area (R-399) and the Deseret restricted area (R-514) are excluded during their designated time of use.

§ 600.623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).* From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlap Chincoteague Inlet restricted area (R-45) and Ship Shoal Island restricted area (R-47)

§ 600.624 *Blue civil airway No. 24 (Brookley AFB, Ala., to Axis, Ala.).* From the Brookley AFB, Ala., nondirectional radio beacon to the intersection of a line bearing 360° True from the Brookley AFB nondirectional radio beacon with the centerline of Green civil airway No. 6.

§ 600.625 *Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).* From the intersection of the southwest course of the Hinchinbrook, Alaska, radio range and a direct line between the Whittier, Alaska, Fan Marker and the Middleton Island, Alaska, nondirectional radio beacon via the Hinchinbrook, Alaska, radio range station; the intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station; the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).* From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station; intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* From the Kodiak, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon radio range; King Salmon, Alaska, radio range station; Bethel, Alaska, radio range station; Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

§ 600.628 *Blue civil airway No. 28 (Columbia, S. C., to Bulls Gap, Tenn.).* From the Columbia, S. C., radio range station via the intersection of the west course of the Columbia, S. C., radio range and the southeast course of the Spartanburg, S. C., radio range; Spartanburg, S. C., radio range station to the intersection of the northwest course of the Spartanburg, S. C. radio range and the northeast course of the Knoxville, Tenn., radio range.

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).* From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding the portion which lies more than 3 miles southeast of the southwest course of the Corpus Christi radio range, to the Kelly, Tex., radio range station. From the Big Spring, Tex., radio range station to the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range. From the Lubbock, Tex., radio range station via the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range; Amarillo, Tex., radio range station; Dalhart, Tex., nondirectional radio beacon to the Pueblo, Colo., radio range station.

§ 600.631 *Blue civil airway No. 31 (Burlington, Iowa, to Moline, Ill.).* From the intersection of the west course of the Peoria, Ill., radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station.

§ 600.632 *Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).* From the Anchorage, Alaska, radio range station via the intersection of the northwest course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Skwentna, Alaska, radio range station to the Talkeetna, Alaska, nondirectional radio beacon.

§ 600.633 *Blue civil airway No. 33 Lansing, Mich., to Saginaw, Mich.).*

From the Lansing, Mich., radio range station to the Saginaw, Mich., nondirectional radio beacon.

§ 600.634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* From the Terre Haute, Ind., radio range station via the Chanute AFB, Rantoul, Ill., nondirectional radio beacon to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range.

§ 600.635 *Blue civil airway No. 35 (San Diego, Calif., to Oceanside, Calif.).* From the San Diego, Calif., radio range station via the intersection of a 358° True bearing from the San Diego radio range station and a 131° True bearing from the Oceanside nondirectional radio beacon to the Oceanside, Calif., nondirectional radio beacon.

§ 600.636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).* From the Akron, Colo., radio range station to the intersection of the north course of the Akron, Colo., radio range and the east course of the Cheyenne, Nebr., radio range.

§ 600.637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* From the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range via the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range.

§ 600.638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).* That airspace over United States territory from the Five Finger, Alaska, USCG nondirectional radio beacon via the Gustavus, Alaska, radio range; Haines, Alaska, nondirectional radio beacon to the Whitehorse, Yukon Territory, radio range station.

§ 600.639 *Blue civil airway No. 39 (Augusta, Ga., to Elmira, N. Y.).* From the Augusta, Ga., radio range station via the intersection of the north course of the Augusta, Ga., radio range and the south course of the Greenville, S. C., radio range to the Greenville, S. C., radio range station. From the intersection of the southwest course of the Elmira, N. Y., radio range and the east course of the Philipsburg, Pa., radio range to the Elmira, N. Y., radio range station.

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* From the Concord, N. H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) are excluded during the restricted area's time of designation.

§ 600.641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* From the Hartford, Conn., radio range station via the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range; Westfield, Mass., radio range station; the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range; Concord, N. H., radio range to the Portland, Maine, radio range station. From the Rockland, Maine, nondirectional radio beacon via the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border.

§ 600.642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the north course of the Battle Creek, Mich., radio range and the southeast course of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station to the Saginaw, Mich., non-directional radio beacon.

§ 600.643 *Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).* From the intersection of the north course of the Summit, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range via the intersection of the north course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range; Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.644 *Blue civil airway No. 44 (Dundee, Mich., to United States-Canadian Border).* From the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ontario, Canada, radio range to the intersection of the southwest course of the Windsor, Ontario, Canada, radio range with the United States-Canadian Border.

§ 600.645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).* From the intersection of the north course of the Westfield, Mass., radio range and the southwest course of the Concord, N. H., radio range via the Keene, N. H., nondirectional radio beacon to the Lebanon, N. H., nondirectional radio beacon. From the Montpelier, Vt., radio range station via the intersection of the northeast course of the Montpelier, Vt., radio range and a line bearing 180° True from the Newport, Vt., nondirectional radio beacon to the Newport, Vt., nondirectional radio beacon excluding the portion which lies outside of the continental limits of the United States.

§ 600.647 *Blue civil airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range via the Blackstone, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the west course of the Quantico, Va. (Navy), radio range and the southeast course of the Front Royal, Va., radio range; Front Royal, Va., radio range station; intersection of the north course of the Front Royal, Va., radio range and the southeast course of the Pittsburgh, Pa., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range; Altoona, Pa., radio range station to the Philipsburg, Pa., radio range station.

§ 600.648 *Blue civil airway No. 48 (Key West, Fla., to Miami, Fla.).* From the Key West, Fla., radio range station via the Marathon, Fla., nondirectional radio beacon; the intersection of a 77° True bearing from the Marathon RBN and a 153° True bearing from the Miami RBN to the Miami, Fla., nondirectional radio beacon.

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* From the intersection of the southeast course of the Philadelphia, Pa., radio range and a point at lat. 38°58′35″, long. 74°54′30″ via the intersection of the southeast course of the Philadelphia, Pa., radio range and the southeast course of the Millville, N. J., radio range; Millville, N. J., radio range station to the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range.

§ 600.651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

§ 600.652 *Blue civil airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).* From the Tamiami, Fla., nondirectional radio beacon to the West Palm Beach, Fla., radio range station.

§ 600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

§ 600.654 *Blue civil airway No. 54 (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.).* From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Travis AFB, Fairfield, Calif., radio range to a point at latitude 38°02′45″, longitude 122°31′40″.

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell

AFB, Ala., radio range to the Maxwell AFB, Ala., radio range station.

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.)*. From the Weeksville, N. C. (Coast Guard), radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard), radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley, Va. (AFB), radio range via the Langley, Va. (AFB), radio range station; the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range to the Andrews, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Andrews, Md., radio range and the north course of the Langley, Va. (AFB), radio range between the Andrews, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley, Va. (AFB), radio range and the southeast course of the Andrews, Md., radio range.

§ 600.658 *Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.)*. From the Hyannis, Mass., nondirectional radio beacon via the intersection of a line bearing 346° True from the Hyannis, Mass., nondirectional radio beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station.

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.)*. From the Moffett NAS, Sunnyvale, Calif., radio range station to the intersection of the northeast course of the Moffett NAS, Calif., radio range and the west course of the Stockton, Calif., radio range.

§ 600.663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.)*. From the Concord, N. H., radio range station via the Laconia, N. H., nondirectional radio beacon; North Conway, N. H., nondirectional radio beacon to the Berlin, N. H., nondirectional radio beacon.

§ 600.664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.)*. From the Wink, Tex., radio range station to the Hobbs, N. Mex., radio range station.

§ 600.665 *Blue civil airway No. 65 (Shuyak, Alaska to Homer, Alaska)*. From the Shuyak, Alaska, nondirectional radio beacon via the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range to the Homer, Alaska, radio range station.

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.)* From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.)*. From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station; the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range to the Las Vegas, Nev., radio range station.

§ 600.668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.)*. From Midland, Tex., radio range station to the intersection of the northwest course of the Midland, Tex., radio range and the east course of the Hobbs, N. Mex., radio range.

§ 600.671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.)*. From the Toledo, Wash., RR via the Shelton, Wash., RBN to the Seattle, Wash., RR. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during the restricted area's time of designation.

§ 600.675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border)*. That airspace over United States territory from the Cleveland, Ohio, radio range station to the London, Ontario, Canada, radio range station.

§ 600.676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.)*. From the Sinclair, Wyo., radio range station to the Casper, Wyo., radio range station.

§ 600.679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border)*. That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; Haines, Alaska, nondirectional radio beacon to the Pon Lake, Y. T., Canada, nondirectional radio beacon.

§ 600.680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska)*. From the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range to the Moses Point, Alaska, radio range station.

§ 600.684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine)*. From the Augusta, Maine, radio range station via the Rockland, Maine, nondirectional radio beacon; Bar Harbor, Maine, nondirectional radio beacon; Bangor, Maine, radio range station to the Millinocket, Maine, radio range station.

§ 600.685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.)*. From the Hutchinson, Kans., radio range station to the intersection of the south course of the Hutchinson, Kans., radio range and the southwest course of the Wichita, Kans., radio range.

§ 600.686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.)*. From the intersection of the east course of the Goshen, Ind., radio range and the northwest course of the Fort Wayne, Ind., radio range to the Fort Wayne, Ind., radio range station.

§ 600.687 *Blue civil airway No. 87 (Knoxville, Tenn., to Dayton, Ohio)*. From the Knoxville, Tenn., radio range station via the Corbin, Ky., VHF VAR radio range station; the intersection of the north course of the Corbin, Ky., VHF VAR radio range and a line bearing 150° True from the Lexington, Ky., nondirectional radio beacon; Lexington, Ky., nondirectional radio beacon; Cincinnati, Ohio, radio range station; the intersection of the northeast course of the Cincinnati, Ohio, radio range and the south course of the Wright-Patterson AFB radio range; Wright-Patterson AFB, Dayton, Ohio, radio range station to the intersection of the north course of the Wright-Patterson AFB radio range and the west course of the Columbus, Ohio, radio range.

SUBPART C—VOR CIVIL AIRWAYS

DOMESTIC VOR CIVIL AIRWAYS

§ 600.6001 *VOR Civil airway No. 1 (Charleston, S. C., to New York, N. Y.)*. From the Charleston, S. C., VOR via the Myrtle Beach, S. C., VOR; Wilmington, N. C., VOR; point of INT of the Wilmington VOR 005° and the New Bern VOR 297° radials; Cofield, N. C., VOR; Norfolk, Va., VOR; Cape Charles, Va., VOR; INT of the Cape Charles VOR 008° and the Salisbury VOR 206° radials; Salisbury, Md., VOR; point of INT of the Woodstown, N. J., VOR 154° and the Coyle VOR 203° radials; Coyle, N. J., VOR; Idlewild, N. Y., VOR; INT of the Idlewild VOR 359° and the Wilton VOR 214° radials; to the Wilton, Conn., VOR. Those portions of this airway between the point of INT of the Coyle, N. J., VOR 203° and the Woodstown, N. J., VOR 108° radials and the point of INT of the Colts Neck, N. J., VOR 073° and the Coyle, N. J., VOR 031° radials lying more than 3 miles either side of the centerline are excluded. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Patuxent Restricted Area (R-43) and the Warren Grove Restricted Area (R-26) are excluded during the times of designation of these restricted areas.

§ 600.6002 *VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.)*. From the Seattle, Wash., omnirange station via the Ellensburg, Wash., omnirange station, including a south alternate via the intersection of the Seattle omnirange 124° True and the Ellensburg omnirange 274° True radials; Ephrata, Wash., omnirange station, including a north alternate from the Seattle omnirange station direct to the Ephrata, omnirange station; Spokane, Wash., omnirarge station; Mullan Pass, Mont., omnirange station, including a north alternate via the intersection of the Spokane omnirange 070° and the

Mullan Pass omnirange 291° radials, and also a south alternate from the Ephrata omnirange station to the Mullan Pass omnirange station via the intersection of the Ephrata omnirange 096° and the Mullan Pass omnirange 260° radials; Missoula, Mont., omnirange station; Drummond, Mont., omnirange station; Helena Mont., omnirange station; intersection of the Helena omnirange 119° True and the Bozeman omnirange 338° True radials; Bozeman, Mont., omnirange station; intersection of the Bozeman omnirange 157° and the Livingston omnirange 261° radials; Livingston, Mont., omnirange station; Billings, Mont., omnirange station, including a north alternate from the Helena omnirange station to the Billings omnirange station via the intersection of the Helena omnirange 089° and the Billings omnirange 301° radials; Miles City, Mont., omnirange station, including a north alternate; Dickinson, N. Dak., omnirange station; Bismarck, N. Dak., omnirange station, including a north alternate; Jamestown, N. Dak., omnirange station, including a north alternate; Fargo, N. Dak., omnirange station, including a north alternate; Alexandria, Minn., omnirange station, including a north alternate; Minneapolis, Minn., omnirange station; Nodine, Minn., omnirange station, including a north alternate; Lone Rock, Wis., including a north alternate; intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station, including a north alternate from the Lone Rock omnirange station to the Milwaukee omnirange station via the intersection of the Lone Rock omnirange 088° True and the Milwaukee omnirange 288° True radials; Muskegon, Mich., VORTAC, including a south alternate via the intersection of the Milwaukee omnirange 111° and the Muskegon VORTAC 254° radials; Lansing, Mich., VOR, including a south alternate via the Grand Rapids, Mich., ILS OM; to the Salem, Mich., VOR, including a north alternate via the Lansing VOR 035° and the Salem VOR 307° radials. From the Buffalo, N. Y., omnirange station via the Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station, including a south alternate via the intersection of the Syracuse omnirange 117° True and the Albany omnirange 269° True radials; Gardner, Mass., omnirange station; intersection of the Gardner omnirange 098° True radial and the Boston-Bedford Airport ILS localizer front course; Boston-Bedford, Mass., Airport ILS localizer; intersection of the Boston-Bedford Airport ILS localizer back course and the Boston omnirange 014° True radial; to the Boston, Mass., omnirange station.

§ 600.6003 *VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine).* From the Key West, Fla., omnirange station via the intersection of the Key West omnirange 078° and the Miami, Fla., omnirange 205° radials; intersection of the Miami omnirange 205° radial and the Miami International Airport ILS localizer west course; Miami, Fla., International Airport ILS localizer; intersection of the Miami International Airport ILS localizer east course and the West Palm Beach omnirange 183° radial; West Palm Beach, Fla., omnirange station, including an east alternate from the intersection of the Miami International Airport ILS localizer east course and the West Palm Beach omnirange 183° radial to the West Palm Beach omnirange station via the intersection of the Miami International Airport ILS localizer east course with the Biscayne, Fla., omnirange 021° radial, and the intersection of the Biscayne omnirange 021° with the West Palm Beach omnirange 163° radial; Vero Beach, Fla., omnirange station, including an east alternate via the intersection of the West Palm Beach omnirange 358° and the Vero Beach omnirange 143° radials; Daytona Beach, Fla., omnirange station; intersection of the Daytona Beach omnirange 344° and the Jacksonville omnirange 159° radials; Jacksonville, Fla., omnirange station, including an east alternate via the intersection of the Daytona Beach omnirange 360° and the Jacksonville omnirange 144° radials; Brunswick, Ga., omnirange station, including a west alternate via the intersection of the Jacksonville omnirange 304° True and the Brunswick omnirange 216° True radials; Savannah, Ga., omnirange station, including an east alternate from the Jacksonville omnirange station to the Savannah omnirange station via the intersection of the Jacksonville omnirange 026° True and the Savannah omnirange 180° True radials; Charleston, S. C., omnirange station, including a west alternate; Florence, S. C., omnirange station, including an east alternate; intersection of the Florence omnirange 008° and the Raleigh omnirange 220° radials; Raleigh, N. C., omnirange station, including an east alternate via the intersection of the Florence omnirange 039° and the Raleigh omnirange 185° radials; intersection of the Raleigh omnirange 016° and the Flat Rock omnirange 214° radials; Flat Rock, Va., omnirange station; Brooke, Va., omnirange station; to the Washington, D. C., terminal omnirange station. From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; point of intersection of the Westminster omnirange 056° True and the West Chester omnirange 253° True radials; West Chester, Pa., VOR; Solberg, N. J., VOR; point of INT of the Wilkes-Barre-Scranton, Pa., VOR 117° and the Wilton VOR 240° radials; Wilton Conn., VOR; Hartford, Conn., omnirange station; point of intersection of the Hartford omnirange 044° radial with the Gardner, Mass., omnirange direct radial to the Providence, R. I., omnirange station; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The airspace which lies within the Miami warning area (W-171) and the Patrick AFB warning area (W-497A) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6004 *VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.).* From Seattle, Wash., omnirange station via the Yakima, Wash., omnirange station, including a south alternate from the Seattle omnirange station to the Yakima omnirange station via the point of intersection of the Seattle omnirange 163° True and the Olympia, Wash., omnirange 084° True radials; thence via the point of intersection of the Olympia omnirange 084° True and the Seattle omnirange 124° True radials; Pendleton, Oreg., omnirange station; Baker, Oreg., omnirange station; Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° True and the Burley omnirange 292° True radials; Burley, Idaho, omnirange station; Malad City, Idaho, omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station, including a north alternate; Laramie, Wyo., omnirange station; Denver, Colo., omnirange station, including a north alternate via the intersection of the Laramie omnirange 131° True and the Denver omnirange 016° True radials; Thurman, Colo., omnirange station; Goodland, Kans., including a north alternate via the intersection of the Thurman omnirange 085° True and the Goodland omnirange 304° True radials; Hill City, Kans., omnirange station, including a north alternate; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station, including a south alternate via the intersection of the Salina omnirange 095° True and the Topeka omnirange 236° True radials; Kansas City, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Topeka 099° and the Kansas City omnirange 231° radials; Marshall, Mo., VORTAC; Columbia, Mo., omnirange station, including a north alternate from the Kansas City omnirange station to the Columbia omnirange station via the intersection of the Kansas City omnirange 076° and the Columbia omnirange 292° radials; St. Louis, Mo., omnirange station, including a north alternate; Troy, Ill., omnirange station; Centralia, Ill., omnirange station, including a south alternate from the St. Louis omnirange station to the Centralia omnirange station via the intersection of the St. Louis omnirange 128° True and the Centralia omnirange 279° True radials; Evansville, Ind., omnirange station, including a south alternate; the intersection of the Evansville omnirange 80° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a south alternate and also a north alternate via the intersection of the Louisville omnirange 083° True and the Lexington omnirange 294° True radials; Charleston, W. Va., omnirange station; Elkins, W. Va. omnirange station, including a south alternate via the intersection of the Charleston omnirange 081° True and the Elkins omnirange 227° True radials; Front Royal, Va., omnirange station; to the Herndon, Va., omnirange station. The portions of this airway which overlap the Yakima restricted area (R–247) and the Lake City restricted area (R–307) are excluded.

§ 600.6005 *Vor civil airway No. 5 (Jacksonville, Fla., to London, Ont.)*. From the Jacksonville, Fla., VOR via the INT of the Jacksonville VOR 319° and the Alma VOR 148° radials; Alma, Ga., VOR, including a west alternate; Macon, Ga., VOR, including an east alternate from the Jacksonville VOR to the Macon VOR via the INT of the Jacksonville VOR 334° and the Macon VOR 125° radials; McDonough, Ga., VORTAC; Chattanooga, Tenn., VOR, including a west alternate from the Alma VOR to the Chattanooga VOR via the INT of the Alma VOR 305° and the Vienna VOR 135° radials, the Vienna, Ga., VOR, the Atlanta, Ga., VOR and the INT of the Atlanta VOR 355° and the Chattanooga VOR 152° radials; Nashville, Tenn., VOR; Bowling Green, Ky., omnirange station, including an east alternate via the intersection of the Nashville omnirange 044° and the Bowling Green omnirange 174° radials; intersection of the Bowling Green omnirange 048° True and the Louisville omnirange 189° True radials; Louisville, Ky., omnirange station, including an east alternate from the Bowling Green omnirange station to the Louisville omnirange range station via the intersection of the Bowling Green omnirange 063° True and the Louisville omnirange 168° True radials; Cincinnati, Ohio, omnirange station; intersection of the Cincinnati omnirange 045° True and the Appleton omnirange 244° True radials; Appleton, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Cleveland, Ohio, omnirange station; to the London, Ontario, omnirange station.

§ 600.6006 *VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.)*. From the intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station, including a south alternate via the intersection of the Oakland omnirange 078° True and the Sacramento omnirange 192° True radials; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station, including a north alternate between the Sacramento, Calif., omnirange station and the Reno, Nev., omnirange station via the intersection of the Sacramento omnirange 040° True and the Reno omnirange 268° True radials; Lovelock, Nev., omnirange station; Battle Mountain Nev., omnirange station, including a north alternate via the intersection of the Lovelock omnirange 053° and the Battle Mountain omnirange 264° radials; intersection of the Battle Mountain omnirange 062° and the Wells omnirange 256° radials; Wells, Nev., omnirange station; Lucin, Utah, omnirange station; Ogden Utah, omnirange station; Fort Bridger, Wyo., omnirange station, including a north alternate via the intersection of the Ogden omnirange 052° True and the Fort Bridger omnirange 278° True radials; Rock Springs, Wyo., omnirange station, including a north alternate via the intersection of the Fort Bridger omnirange 064° True and the Rock Springs omnirange 284° True radials; Cherokee, Wyo., omnirange station, including a north alternate; Rock River, Wyo., omnirange station, including a north alternate; intersection of the Rock River omnirange 108° True and the Sidney omnirange 292° True radials; Sidney, Nebr., omnirange station; North Platte, Nebr., omnirange station, including a north alternate; Grand Island, Nebr., omnirange station, including a north alternate; Omaha, Nebr., omnirange station; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° and the Iowa City omnirange 252° radials; Cordova, Ill., omnirange station including a south alternate via the intersection of the Iowa City omnirange 093° True and the Cordova, omnirange 230° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° True and the Waterville omnirange 288° True radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; Clarion, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Selinsgrove omnirange 077° True and the Williamsport, Pa., omnirange 146° True radials; Allentown, Pa., VOR; Solberg, N. J., VOR; to the point of INT of the Solberg VOR 106° radial with the Idlewild, N. Y., VOR direct radial to the Coyle, N. J., VOR.

§ 600.6007 *VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.)*. From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station; Lakeland, Fla., omnirange station; Cross City, Fla., omnirange station; intersection of the Cross City omnirange 316° and the Tallahassee omnirange 132° radials; Tallahassee, Fla., omnirange station; intersection of the Tallahassee omnirange 267° and the Marianna omnirange 141° radials; Marianna, Fla., omnirange station, including a west alternate from the Cross City omnirange station to the Marianna omnirange station via the intersection of the Cross City omnirange 287° and the Marianna omnirange 141° radials; Dothan, Ala., terminal omnirange station; intersection of the Dothan omnirange 336° and the Montgomery omnirange 130° radials; Montgomery, Ala.; omnirange station; Birmingham, Ala., omnirange station, including a west alternate via the intersection of the Montgomery omnirange 326° True and the Birmingham omnirange 180° True radials; Muscle Shoals, Ala., omnirange station; Graham, Tenn., omnirange station, including an east alternate from the Birmingham omnirange station to the Graham omnirange station via the point of intersection of the Huntsville, Ala., omnirange 264° True and the Graham omnirange 158° True radials; intersection of the Graham omnirange 069° True and the Nashville omnirange 254° True radials; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 343° True and the Evansville omnirange 145° True radials; Evansville, Ind., VOR; Lewis, Ind., VOR; Terre Haute, Ind., VOR, including a west alternate from the Evansville VOR to the Terre Haute VOR via the INT of the Evansville VOR 001° and the Terre Haute VOR 211° radials; Westpoint, Ind., VOR, including a west alternate via the INT of the Terre Haute VOR 348° radial with the Westpoint VOR direct radial to the Vandalia, Ill., VOR; Lafayette, Ind., VOR; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 358° True and the Milwaukee omnirange 135° True radials; Milwaukee, Wis., omnirange station, including an east alternate via the intersection of the Chicago Heights omnirange 013° True and the Milwaukee omnirange 135° True radials; to the Green Bay, Wis., omnirange station. The portion of this airway above 19,000 feet above mean sea level which lies beneath and also the portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tyndall AFB restricted area (R–336) are excluded during this restricted area's time of designation.

§ 600.6008 *VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.)*. From the point of intersection of the Long Beach omnirange 266° and the Los Angeles, Calif., omnirange 207° radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; the intersection of the Hector omnirange 049° and the Las Vegas omnirange 210° radials; Las Vegas, Nev., omnirange station, including a north alternate from the Long Beach omnirange to the Las Vegas omnirange via the point of intersection of the Long Beach omnirange 024° and the Los Angeles omnirange 057° radials, the point of intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials, and the Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including a south alternate via the intersection of the Las Vegas omnirange 081° and the Mormon Mesa omnirange 201° radials; Bryce Canyon, Utah, VOR, including a north alternate via the INT of the Mormon Mesa VOR 032° and the Bryce Canyon VOR 255° radials; Hanksville, Utah omnirange station, including a south alternate; Grand Junction, Colo., omnirange station, including a south alternate; Kremmling, Colo., omnirange station, including a south alternate; Denver, Colo., omnirange station, including a north alternate; Akron, Colo., omnirange station, including a south alternate via the intersection of the Denver omnirange 101° True and the Akron omnirange 238° True radials; Imperial, Nebr., omnirange station, including a north alternate from the Denver omnirange station to the Imperial omnirange station via the intersection of the Denver omnirange 061° True and the Imperial omnirange 271° True radials and also a south alternate via the intersection of the Akron omnirange 090° True and the Imperial omnirange 236° True radials; Grand Island, Nebr., omnirange station, including a south alternate; Omaha, Nebr., omnirange station; Des Moines, Iowa, omnirange station, including a south alternate; Iowa City, Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° True and the Iowa City omnirange 252° True radials; Cordova, Ill., omnirange station, including a south alternate via the intersection of the Iowa City omnirange 093° True and the Cordova omnirange 230° True radials; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 090° True and the Chicago Heights omnirange 342° True radials; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Navarre, Ohio, omnirange station; point of intersection of the Navarre omnirange direct radial to the Wheeling, W. Va., omnirange station with the Imperial, Pa., omnirange direct radial to the Tiverton, Ohio, omnirange station; Pittsburgh, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the Washington, D. C., terminal omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitude of, the Bullion Mountains Restricted Area (R-344) is excluded during its time of designation.

§ 600.6009 *VOR civil airway No. 9 (New Orleans, La., to Green Bay, Wis.).* From the New Orleans, La., VOR via the McComb, Miss., VOR, including a west alternate via the INT of the New Orleans VOR 326° and the McComb VOR 199° radials and also an east alternate from the New Orleans VOR to the McComb VOR via the Picayune, Miss., VOR; Jackson, Miss., VOR, including an east alternate via the INT of the McComb VOR 021° and the Jackson VOR 140° radials and also a west alternate via the INT of the McComb VOR 348° and the Jackson VOR 224° radials; Greenwood, Miss., VOR, including an east alternate via the INT of the Jackson VOR 032° and the Greenwood VOR 159° radials and also a west alternate via the INT of the Jackson VOR 328° and the Greenwood VOR 193° radials; Memphis, Tenn., VOR, including an east alternate via the INT of the Greenwood VOR 027° and the Memphis VOR 168° radials and also a west alternate; INT Memphis VOR 322° and the Malden VOR 195° radials; Malden, Mo., VOR, including an east alternate from the Memphis VOR to the Malden VOR via the INT of the Memphis VOR 345° and the Malden VOR 185° radials; Farmington, Mo., VOR, including a west alternate; St. Louis, Mo., VOR, including a west alternate; Springfield, Ill., VOR, including a west alternate; Pontiac, Ill., VOR; Joliet, Ill., VOR; Naperville, Ill., VOR; point of INT of the Janesville, Wis., VOR 098° and the Milwaukee VOR 192° radials; Milwaukee, Wis., VOR, including a west alternate via the INT of the Naperville VOR 317° and the Milwaukee VOR 207° radials; Oshkosh, Wis., VOR; to the Green Bay, Wis., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Villere Restricted Area (R-440) is excluded during its time of designation.

§ 600.6010 *VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.).* From the Pueblo, Colo., VOR via the Lamar, Colo., VOR; Garden City, Kans., VORTAC, including a north alternate via the INT of the Lamar VOR 076° and the Garden City VOR 296° radials; Dodge City, Kans., VOR; Hutchinson, Kans., omnirange station, including a south alternate and also a north alternate via the intersection of the Dodge City omnirange 060° True and the Hutchinson omnirange 296° True radials; Emporia, Kans., omnirange station; Kansas City, Mo., omnirange station; Kirksville, Mo., omnirange station; Burlington, Iowa, omnirange station, including a south alternate; Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° True and the Naperville omnirange 254° True radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 075° True and the South Bend omnirange 290° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; point of intersection of the Jefferson, Ohio, omnirange 279° True and the Youngstown omnirange 320° True radials; Youngstown, Ohio, omnirange station; Clarion, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 217° True and the Stroudsburg, Pa., omnirange 270° True radials; Stroudsburg, Pa., omnirange station; to the point of intersection of the Stroudsburg omnirange 114° True radial and the La Guardia (New York, N. Y.) Airport ILS localizer southwest course.

§ 600.6011 *VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.).* From the Memphis, Tenn., VOR via the point of INT of the Memphis VOR 345° and the Malden, Mo., VOR 184° radials; point of INT of the Malden, Mo., VOR 184° and the Dyersburg VOR 235° radials; Dyersburg, Tenn., VOR; Paducah, Ky., VOR, including an east alternate from the Memphis VOR to the Paducah VOR via the point of INT of the Memphis VOR 066° and the Holly Springs, Miss., VOR 028° radials; point of INT of the Holly Springs, Miss., VOR 028° and the Paducah VOR 179° radials; INT of the Paducah VOR 039° and the Evansville VOR 227° radials; intersection of the Paducah omnirange 039° True and the Evansville omnirange 227° True radials; Evansville, Ind., VOR; Scotland, Ind., VOR, including an east alternate via the INT of the Evansville VOR 049° and the Scotland VOR 188° radials; Indianapolis, Ind., VOR, including an east alternate via the INT of the Scotland VOR 041° and the Indianapolis VOR 185° radials, and also a west alternate via the INT of the Scotland VOR 011° and the Indianapolis VOR 230° radials; Fort Wayne, Ind., VORTAC, including an east alternate via the point of INT of the Indianapolis VOR 069° and the Shelbyville, Ind., VOR 006° radials, and the point of INT of the Shelbyville VOR 006° radial with the Indianapolis VOR direct radial to the Fort Wayne VORTAC and also a west alternate via the INT of the Indianapolis VOR 022° and the Fort Wayne VORTAC 232° radials; INT of the Fort Wayne VORTAC 031° and the Salem VOR 227° radials; to the Salem, Mich., VOR.

§ 600.6012 *VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.).* From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° True and the Fillmore omnirange 284° True radials; Fillmore, Calif., omnirange station; Palmdale, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station, including a north alternate from the Hector omnirange station to the Needles omnirange station via the Goffs, Calif., omnirange station; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station, including a south alternate from the Needles omnirange station to the Winslow omnirange station via the Prescott, Ariz., omnirange station and the intersection of the Prescott omnirange 395° True and the Winslow omnirange 248° True radials; Zuni, N. Mex., omnirange station, including a north alternate via the intersection of the Winslow omnirange 076° and the Zuni omnirange 287° radials and also a south alternate; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station, including a south alternate from the Zuni omnirange station to the Albuquerque omnirange station via the point of intersection of the Zuni omnirange direct radial to the La Joya, N. Mex., omnirange with the Albuquerque omnirange 254° radial; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station, including a south alternate from the Albuquerque omnirange station to the Anton Chico omnirange station via the intersection of the Albuquerque omnirange 103° True and the Anton Chico omnirange 249° True radials; Tucumcari, N. Mex., omnirange station, including a north alternate via the intersection of the Anton Chico omnirange 067° and the Tucumcari omnirange 291° radials; Amarillo, Tex., omnirange station, including a north alternate and also a south alternate via the point of intersection of the Texico, N. Mex., omnirange 021° True and the Amarillo omnirange 252° True radials; Gage, Oklahoma, omnirange station including a north alternate; Anthony, Kans., omnirange station; Wichita, Kans., omnirange station, including a north alternate from the Gage omnirange station to the Wichita omnirange station via the point of intersection of the Gage VOR direct radial to the Hutchinson, Kans., VOR with the Anthony, Kans., VOR direct radial to the Dodge City, Kans., VOR and also a south alternate from the Anthony omnirange station to the Wichita omnirange station via the intersection of the Anthony omnirange 060° True and the Wichita omnirange 190° True radials; Emporia, Kans., omnirange station, including a north alternate via the point of intersection of the Wichita omnirange direct radial to the point of intersection of the Hutchinson, Kans., omnirange 062° and the Topeka, Kans., omnirange 236° radials with the Emporia omnirange direct radial to the Hutchinson, Kans., omnirange station; point of intersection of the Topeka, Kans., omnirange 099° radial with the Emporia direct radial to the Kansas City, Mo., omnirange station; point of intersection of the Topeka, Kans., omnirange 099° and the Blue Springs omnirange 268° radials; Blue Springs, Mo., omnirange station; Blackwater, Mo., omnirange station; Readsville, Mo., omnirange station; Maryland Heights, Mo., omnirange station; Troy, Ill., omnirange station; Bible Grove, Ill., omnirange station; Lewis, Ind., omnirange station; Shelbyville, Ind., omnirange station; Richmond Ind., VOR; Dayton, Ohio, omnirange station; Appleton, Ohio, omnirange station, including a south alternate via the intersection of the Dayton omnirange 099° and the Appleton omnirange 244° radials; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° True and the Johnstown omnirange 290° True radials; Harrisburg, Pa., omnirange station, including a south alternate; West Chester, Pa., omnirange station; to the point of intersection of the West Chester omnirange direct radial to the Coyle, N. J., omnirange station and the Woodstown, N. J., omnirange 045° True radial. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lake City restricted area R–307 is excluded during its time of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R–344) is excluded during its time of designation.

§ 600.6013 *VOR civil airway No. 13 (Houston, Tex., to Duluth, Minn.).* From the Houston, Tex., VOR via the Lufkin, Tex., VOR, including an east alternate via the INT of the Houston VOR 044° and the Lufkin VOR 178° radials and also a west alternate via the INT of the Houston VOR 353° and the Lufkin VOR 223° radials; Shreveport, La., VOR, including an east alternate and a west alternate; to the Texarkana, Ark., VOR, including a west alternate via the INT of the Shreveport VOR 275° and the Texarkana VOR 184° radials. From the Fort Smith, Ark., VOR via the Fayetteville, Ark., VOR; Neosho, Mo., VOR; Butler, Mo., VOR, including a west alternate; Kansas City, Mo., VOR including an east alternate via the INT of the Butler VOR 013° and the Kansas City VOR 157° radials; Lamoni, Iowa, VOR, including an east alternate via the INT of the Kansas City VOR 035° and the Lamoni VOR 174° radials; Des Moines, Iowa, VOR, including an east and a west alternate; Mason City, Iowa, VOR, including an east alternate and also a west alternate from the Des Moines VOR to the Mason City VOR via the Fort Dodge, Iowa, VOR; Farmington, Minn., VOR; Grantsburg, Wis., VOR, including a west alternate from the Mason City VOR to the Grantsburg VOR via the INT of the Mason City VOR 349° and the Minneapolis VOR 190° radials, the Minneapolis, Minn., VOR; Grantsburg., Minn., VOR; to the Duluth, Minn., VOR.

§ 600.6014 *VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.).* That airspace over United States territory from the Roswell, N. Mex., omnirange station via the Lubbock, Tex., omnirange station, including a north alternate; via the intersection of the Roswell omnirange 063° True and the Lubbock omnirange 277° True radials; Childress, Tex., omnirange station; Hobart, Okla., omnirange station; Oklahoma City, Okla., omnirange station, including a south alternate via the intersection of the Hobart, Okla., omnirange 076° and the Oklahoma City, Okla., omnirange 202° radials; Tulsa, Okla., omnirange station, including a north alternate via the intersection of the Oklahoma City omnirange 040° True and the Tulsa omnirange 260° True radials, and also a south alternate via the intersection of the Oklahoma City omnirange 107° True and the Tulsa omnirange 228° True radials; Neosho, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Tulsa omnirange 088° True and the Neosho omnirange 223° True radials; Springfield, Mo., omnirange station, including a north alternate via the intersection of the Neosho omnirange 044° True and the Springfield omnirange 261° True radials and also a south alternate via the point of intersection of the Neosho omnirange 074° True radial with the Springfield omnirange direct radial to the Fayetteville, Ark., omnirange station; Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° True and the St. Louis omnirange 219° True radials; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° True and the Indianapolis omnirange 230° True radials; intersection of the Indianapolis omnirange 054° True and the Findlay omnirange 250° True radials; Findlay, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station, including a north alternate from the Cleveland omnirange station to the Erie, Pa., omnirange station via the point of intersection of the Cleveland omnirange 049° radial and the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange station; Dunkirk, N. Y., omnirange station; Buffalo, N. Y., omnirange station, including a north alternate from the Erie, Pa., omnirange station to the Buffalo, N. Y., omnirange station via the intersection of the Erie omnirange 043° and the Buffalo omnirange 242° radials; Rochester, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Albany, N. Y., omnirange station; Gardner, Mass., omnirange station; to the point of intersection of the Gardner omnirange 132° True and the Boston, Mass., omnirange 223° True radials.

§ 600.6015 *VOR civil airway No. 15 (Galveston, Tex., to Minot, N. Dak.).* From the Galveston, Tex., VOR via the Houston, Tex., VOR; INT of the Houston VOR 323° and the College Station VOR 124° radials; College Station, Tex., VOR; Waco, Tex., VOR, including an east alternate and also a west alternate via the INT of the College Station VOR 307° and the Waco VOR 173° radials; Dallas, Tex., VOR, including an east alternate via the INT of the Waco VOR 036° and the Dallas VOR 178° radials; INT of the Dallas VOR 357° and the Ardmore VOR 159° radials; Ardmore, Okla., VOR, including a west alternate from the Dallas, Tex., VOR to the Ardmore VOR via the INT of the Dallas VOR 324° and the Ardmore VOR 176° radials; Okmulgee, Okla., VOR, including an east alternate and also a west alternate via the point of INT of the Oklahoma City, Okla., VOR 107° and the Tulsa, Okla., VOR 228° radials; point of INT of the Tulsa, Okla., VOR 038° and the Neosho VOR 223° radials; to the Neosho, Mo., VOR. From the Kansas City, Mo., VOR via the St. Joseph, Mo., VOR, including an east alternate via the INT of the Kansas City VOR 020° and the St. Joseph VOR 132° radials; INT of the St. Joseph VOR 343° and the Neola VOR 157° radials; Neola, Iowa, VOR, including an east alternate via the INT of the St. Joseph VOR 358° and the Neola VOR 142° radials; INT of the Neola VOR 322° and the Sioux City VOR 160° radials; Sioux City, Iowa, VOR; INT of the Sioux City VOR 340° and the Sioux Falls VOR 169° radials; Sioux Falls, S. Dak., VOR, including an east alternate; Huron, S. Dak., VOR, including a west alternate; Aberdeen, S. Dak., VOR, including a west alternate; Bismarck, N. Dak., VOR, including a west alternate; to the Minot, N. Dak., VOR.

§ 600.6016 *VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.).* That airspace over the United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario 091° and the Blythe omnirange 290° radials; Blythe, Calif., omnirange station; Hassayampa, Ariz., omnirange station, including a north alternate via the intersection of the Blythe omnirange 079° True and the Hassayampa omnirange 291° True radials; Phoenix, Ariz., omnirange station; to point of intersection of the Phoenix omnirange 161° True radial with the Casa Grande, Ariz., omnirange direct radial to the San Simon, Ariz., omnirange station; Tucson Ariz., omnirange station, including a south alternate from the Phoenix omnirange station to the Tucson omnirange station via the Casa Grande, Ariz., omnirange station and the intersection of the Casa Grande omnirange 158° and the Tucson omnirange 273° radials; Cochise, Ariz., omnirange station including a south alternate via the intersection of the Tucson omnirange 121° True and the Cochise omnirange 257° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station including a north alternate; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station, including a north alternate; Midland, Tex., omnirange station; Big Spring, Tex., omnirange station, including a north alternate from the Wink omnirange station to the Big Spring omnirange station via the point of intersection of the Midland, Tex., omnirange 007° True and the Big Spring omnirange 260° True radials; Abilene, Tex., omnirange station, including a south alternate; Mineral Wells, Tex., omnirange station, including a north alternate and also a south alternate via the intersection of the Abilene omnirange 096° True and the Mineral Wells omnirange 247° True radials; Dallas, Tex., omnirange station, including a south alternate via the intersection of the Mineral Wells omnirange 096° True and the Dallas omnirange 242° True radials; Sulphur Springs, Tex., omnirange station including a north alternate from the Mineral Wells omnirange station to the Sulphur Springs omnirange station via the intersection of the Mineral Wells omnirange 066° True and the Sulphur Springs omnirange 272° True radials; Texarkana, Ark., omnirange station including a north alternate, and also a south alternate via the point of intersection of the Sulphur Springs omnirange station 090° with the Quitman, Tex., omnirange direct radial to the Texarkana omnirange station; Pine Bluff, Ark., VOR, including a south alternate via the INT of the Texarkana VOR 090° and the Pine Bluff VOR 233° radials; INT of the Pine Bluff VOR 067° and the Memphis VOR 241° radials; Memphis, Tenn., VOR, including a north alternate via the INT of the Pine Bluff VOR 052° and the Memphis VOR 276° radials and also a south alternate via the INT of the Pine Bluff VOR 082° and the Memphis VOR 225° radials; Jack's Creek, Tenn., omnirange station; Graham, Tenn., omnirange station, including a south alternate from the Memphis omnirange station to the Graham omnirange station via the intersection of the Memphis omnirange 081° and the Graham omnirange 238° radials; intersection of the Graham omnirange 069° and the Nashville omnirange 254° radials; Nashville, Tenn., omnirange station, including a north alternate via the intersection of the Jacks Creek, Tenn., omnirange 044° and the Nashville omnirange 284° radials; intersection of the Nashville omnirange 133° and the Crossville omnirange 275° radials; Crossville, Tenn., omnirange station, including a south alternate from the Graham omnirange station to the Crossville omnirange station via the intersection of the Graham 099° and the Crossville omnirange 257° radials, and also a north alternate from the Nashville omnirange station to the Crossville omnirange station via the intersection of the Nashville omnirange 059° and the Crossville omnirange 291° radials; intersection of the Crossville omnirange 107° and the Knoxville omnirange 248° radials; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station, including a south alternate via the intersection of the Knoxville 090° and the Tri-City 235° radials; Pulaski, Va., omnirange station, including a north alternate from the Knoxville omnirange station to the Pulaski omnirange station via the intersection of the Knoxville omnirange 054° True and the Pulaski omnirange 260° True radials; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; Andrews, Md., radio range station via the Gordonsville omnirange 056° True radial; a point at latitude 38°51′00″ north longitude 76°30′00″ west bearing 062° True from the Andrews, Md., radio range station; Kenton, Del., omnirange station via the Kenton omnirange 244° True radial; Coyle, N. J., omnirange station; point of intersection of the Colts Neck, N. J., omnirange 103° True and the Riverhead omnirange 218° True radials; Riverhead, N. Y., omnirange station; Norwich, Conn., omnirange station; to the Boston, Mass., omnirange station.

§ 600.6017 *VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.).* That airspace over United States territory from the Laredo, Tex., omnirange station via Cotulla, Tex., omnirange station; San Antonio, Tex., omnirange station; Austin, Tex., omnirange station, including a west alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237° True radials; Waco, Tex., VOR, including an east alternate via the INT of the Austin VOR 031° and the Waco VOR 173° radials; point of intersection of the Fort Worth, Tex. (Meacham Field), ILS localizer south course with the Britton, Tex., omnirange 264° True radial; Bridgeport, Tex., omnirange station, including a west alternate from the Waco omnirange station to the Bridgeport omnirange station via the point of intersection of the Waco omnirange 315° True with the Mineral Wells omnirange 198° True radials, and the Mineral Wells, Tex. omnirange station; Oklahoma City, Okla., omnirange station; Gage, Okla., omnirange station, including a west alternate via the intersection of the Oklahoma City omnirange 282° and the Gage omnirange 133° radials; Garden City, Kans., omnirange station; to the Goodland omnirange station, including a west alternate.

§ 600.6018 *VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.).* From the Dallas, Tex., VOR via the Quitman, Tex., VOR; Shreveport, La., VOR; Monroe, La., VOR, including a north alternate and also a south alternate via the INT of the Shreveport VOR 117° and the Monroe VOR 267° radials; Jackson, Miss., VOR, including a north alternate via the INT of the Monroe VOR 072° and the Jackson VOR 291° radials and also a south alternate via the INT of the Monroe VOR 110° and the Jackson VOR 248° radials; Meridian, Miss., VOR, including a north alternate via the INT of the Jackson 070° and the Meridian VOR 299° radials and also a south alternate via the INT of the Jackson VOR 140° and the Meridian VOR 259° radials; INT of the Meridian VOR 057° and the Birmingham ILS localizer southwest course; INT of the Birmingham ILS localizer southwest course and the Anniston VOR 265° radial; Anniston, Ala., VOR, including a north alternate from the Meridian VOR to the Anniston VOR via the point of INT of the Meridian VOR 040° and the Tuscaloosa VOR 239° radials, the Tuscaloosa, Ala., VOR and the Birmingham, Ala., VOR; INT of the Anniston VOR 084° radial and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; INT of the Atlanta Airport ILS localizer east course and the Augusta VOR 278° radial; Augusta, Ga., VOR, including a south alternate from the Anniston VOR to the Augusta VOR via the INT of the Anniston VOR 104° and the Atlanta VOR 262° radials, the Atlanta, Ga., VOR, the McDonough, Ga., VORTAC, and the INT of the McDonough VORTAC 088° and the Augusta VOR 263° radials; INT of the Augusta VOR 157° and the Allendale VOR 261° radials; Allendale, S. C., VOR; to the Charleston, S. C., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Fort McClellan Restricted Area (R-130) is excluded during its time of designation.

§ 600.6019 *VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.).* From the El Paso, Tex., VOR via the INT of the El Paso VOR 271° and the Truth or Consequences VOR 162° radials; Truth or Consequences, N. Mex., VOR; INT of the Truth or Consequences VOR 028° and the La Joya VOR 189° radials; La Joya, N. Mex., VOR; INT of the La Joya VOR 015° and the Albuquerque VOR 160° radials; Albuquerque, N. Mex., VOR; INT of the Albuquerque VOR 026° and the Santa Fe VOR 253° radials; Santa Fe, N. Mex., VOR; Las Vegas, N. Mex., omnirange station; Raton, N. Mex., omnirange station, including an east alternate; Pueblo, Colo., omnirange station; Kiowa, Colo., omnirange station, including an east alternate; intersection of the Kiowa omnirange 005° True and the Cheyenne omnirange 110° True radials; Cheyenne, Wyo., omnirange station; Douglas, Wyo., omnirange station, including an east alternate; Caspar Wyo., omnirange station, including an east alternate; Crazy Woman, Wyo., omnirange station, including an east alternate via the intersection of the Caspar, Wyo., 007° True and the Crazy Woman omnirange 146° True radials; Sheridan, Wyo., omnirange station, including an east alternate; Billings, Mont., omnirange station, including an east alternate; intersection of the Billings omnirange 347° True and the Lewistown omnirange 104° True radials; Lewistown, Mont., omnirange station, including a west alternate from the Billings omnirange direct to the Lewistown omnirange station; to the Great Falls, Mont., omnirange station, including a west alternate via the intersection of the Lewistown omnirange 274° and the Great Falls omnirange 122° radials. The portion of this civil airway above 20,000 feet above mean sea level which overlaps the

White Sands restricted area, Area 2 (R-521), (published in Section 608.39 of this Chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6020 *VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.)*. From the Laredo, Tex., omnirange station via the Alice, Tex., omnirange station; Corpus Christi, Tex., omnirange station, Palacios, Tex., omnirange station; Houston, Tex., omnirange station, including a north alternate via the intersection of the Palacios omnirange 016° and the Houston omnirange 255° radials; Beaumont, Tex., omnirange station, including a north alternate via the intersection of the Houston omnirange 044° and the Beaumont omnirange 273° radials; Lake Charles, La., omnirange station, including a north alternate via the intersection of the Beaumont omnirange 060° and the Lake Charles omnirange 271° radials and also a south alternate from the Houston omnirange station to the Lake Charles omnirange station via the intersection of the Houston omnirange 090° and the Lake Charles omnirange 241° radials; Lafayete, La., omnirange station, including a north alternate via the intersection of the Lake Charles omnirange 058° and the Lafayette 287° radials and also a south alternate via the intersection of the Lake Charles omnirange 119° and the Lafayette omnirange 255° radials; New Orleans, La., omnirange station, including a south alternate via the intersection of the Lafayette omnirange 109° and the New Orleans omnirange 226° radials; intersection of the New Orleans omnirange 070° and the Gulfport omnirange 247° radials; Gulfport, Miss., omnirange station; Mobile, Ala., omnirange station, including a north alternate from the New Orleans omnirange station to the Mobile omnirange station via the Picayune, Miss., omnirange station; Evergreen, Ala., omnirange station, including a north alternate via the intersection of the Mobile omnirange 005° radial with the Evergreen omnirange direct radial to the Picayune omnirange station; Montgomery, Ala., omnirange station; La Grange, Ga., omnirange station; Atlanta, Ga., omnirange station; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station, including a north alternate from the Atlanta omnirange station to the Spartanburg, S. C., omnirange station via the Norcross, Ga., omnirange station, and the intersection of the Norcross omnirange 054° True and the Spartanburg omnirange 249° True radials; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; to the Flat Rock, Va., omnirange station.

§ 600.6021 *VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border)*. From the point of intersection of the Long Beach omnirange 266° and the Los Angeles, Calif., omnirange 207° radials via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; intersection of the Hector omnirange 049° and the Las Vegas omnirange 210° radials; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station, including an east alternate via the intersection of the Las Vegas omnirange 081° radial with the Needles, Calif., omnirange direct radial to the Mormon Mesa omnirange station; Milford, Utah, omnirange station, including a west alternate; Delta, Utah, omnirange station, including a west alternate; Provo, Utah, omnirange station, including a west alternate via the intersection of the Delta omnirange 004° True and the Provo omnirange 219° True radials; Salt Lake City, Utah, omnirange station; Ogden, Utah, omnirange station; Malad City, Idaho, omnirange station; Pocatello, Idaho, omnirange station; intersection of the Pocatello omnirange 033° True and the Dubois 170° True radials; Dubois, Idaho, omnirange station; Dillon, Mont, omnirange station; Whitehall, Mont., omnirange station; Helena, Mont., omnirange station; intersection of the Helena omnirange 352° and the Great Falls omnirange 222° radials; Great Falls, Mont., omnirange station; Cut Bank, Mont., omnirange station, including an east alternate and also a west alternate from the Helena omnirange to the Cut Bank omnirange direct; to the United States-Canadian Border via the Cut Bank omnirange 347° radial. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R-344) is excluded during its time of designation.

§ 600.6022 *VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.)*. From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 085° and the Brookley AFB omnirange 238° radials; Brookley AFB, Ala., terminal omnirange station; Pensacola (Saufley Field), Fla., omnirange station; Crestview, Fla., omnirange station; Marianna, Fla., omnirange station; intersection of the Marianna omnirange 141° and the Tallahassee omnirange 267° radials; Tallahassee, Fla., omnirange station; to the Jacksonville, Fla., omnirange station, including a north alternate from the Marianna omnirange station to the Jacksonville omnirange station via the point of intersection of the Marianna omnirange 092° and the Albany, Ga., omnirange 152° radials and the point of intersection of the Valdosta, Ga., omnirange 233° and the Cross City, Fla., omnirange 333° radials. The portion of this airway above 19,000 feet above mean sea level which lies beneath, and also the portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tyndall AFB restricted area (R-336) are excluded during this restricted area's time of designation The portions of this airway, below 2,000 feet above mean sea level, which lie within the Pensacola caution area (C-448) are excluded The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Valparaiso restricted area (R-383) is excluded during its time of designation.

§ 600.6023 *VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.)*. From the San Diego, Calif., omnirange station via the Oceanside, Calif., omnirange station, including an east alternate via the intersection of the San Diego omnirange 358° and the Oceanside omnirange 131° radials; Long Beach, Calif., omnirange station; intersection of the Long Beach omnirange 287° True and the Los Angeles omnirange 123° True radials; Los Angeles, Calif., omnirange station; intersection of the Los Angeles, Calif., 355° and the Lake Hughes omnirange 158° radials; Lake Hughes, Calif., omnirange station; intersection of the Lake Hughes omnirange 339° and the Bakersfield omnirange 149° radials; Bakersfield, Calif., omnirange station; Fresno, Calif., omnirange station, including an east alternate; intersection of the Fresno omnirange 323° and the Modesto omnirange 117° radials; Modesto, Calif., omnirange station; intersection of the Modesto omnirange 341° True and the Sacramento omnirange 138° True radials; Sacramento, Calif., omnirange station, including a west alternate from the Modesto omnirange station to the Sacramento omnirange station via the intersection of the Modesto omnirange 312° True and the Sacramento omnirange 154° True radials; intersection of the Sacramento omnirange 346° True and the Red Bluff omnirange 158° True radials; Red Bluff, Calif., omnirange station; Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° True and the Medford omnirange 157° True radials; Eugene, Oreg., omnirange station, including an east alternate; Portland, Oreg., omnirange station, including an east alternate and also a west alternate via the intersection of the Eugene omnirange 346° True and the Newburg omnirange 204° True radials, the Newburg, Oreg., omnirange station, and the intersection of the Newburg omnirange 020° True and the Portland omnirange 247° True radials; intersection of the Portland omnirange 353° True and the Seattle omnirange 197° True radials, excluding the portion which overlaps the Fort Lewis restricted area (R-244); Seattle, Wash., omnirange station, including a west alternate from the Portland omnirange station to the Seattle omnirange station via the intersection of the Portland omnirange 353° True and the Olympia omnirange 165° True radials, the Olympia, Wash., omnirange station and the point of intersection of the Olympia omnirange 337° True and the Seattle omnirange 247° True radials; intersection of the Seattle omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the United States-Canadian Border via the Bellingham omnirange 304° True radials. The portion of this airway below 1,500 feet above mean sea level which overlaps the Fort Lewis restricted area (R-503) and the portion of this airway below 5,000 feet above mean sea level which overlaps the Fort Lewis restricted area (R-504) are excluded. The portion of the east alternate between the Eugene and Portland, Oreg., omnirange stations which lies within the Portland International Airport Military Climb Corridor (R-535) is excluded. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) is excluded during this restricted area's time of designation.

§ 600.6024 *VOR civil airway No. 24 (Aberdeen, S. Dak., to Lone Rock, Wis.)*. From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° and the Redwood Falls omnirange 305° radials; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; to the Lone Rock, Wis., omnirange station.

§ 600.6025 *VOR civil airway No. 25 (Los Angeles, Calif., to Ellensburg, Wash.)*. From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 257° and the Oxnard omnirange 155° radials; Oxnard, Calif., omnirange station; Santa Barbara, Calif., omnirange station; Paso Robles, Calif., omnirange station; intersection of the Paso Robles omnirange 336° and the Agnew omnirange 141° radials; Agnew, Calif., omnirange station; intersection of the Agnew omnirange 304° True and the Point Reyes omnirange 155° True radials; Point Reyes, Calif., omnirange station; point of intersection of the Point Reyes omnirange 352° True and the Ukiah, Calif., omnirange 147° True radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° True and the Klamath Falls omnirange 181° True radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station, including an east alternate via the intersection of The Dalles omnirange 032° True and the Yakima omnirange 183° True radials; intersection of the Yakima omnirange 304° True and the Ellensburg omnirange 191° True radials; to the Ellensburg, Wash., omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu restricted area (R-100) and the Yakima restricted area (R-247) are excluded during their times of designation. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Point Mugu warning area (W-289) is excluded during its time of designation.

§ 600.6026 *VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio)*. From the Cherokee, Wyo., VOR via the Casper, Wyo., VOR; Rapid City, S. Dak., VOR; Philip, S. Dak., VOR, including a north alternate via the INT of the Rapid City VOR 049° and the Philip VOR 282° radials; Pierre, S. Dak., VOR, including a south alternate; Huron, S. Dak., VOR, including a south alternate; Redwood Falls, Minn., VOR, including a south alternate; Farmington, Minn., VOR; Eau Claire, Wis., VOR, including a north alternate from the Redwood Falls VOR to the Eau Claire VOR via the Minneapolis, Minn., VOR; Wausau, Wis., VOR, including a south alternate; Green Bay, Wis., VOR, including a south alternate; White Cloud, Mich., VOR, including a north alternate; Lansing, Mich., VOR; Salem, Mich., VOR; point of INT of the Carleton, Mich., VOR direct radial to the Jefferson, OHIO, VOR and the Cleveland VOR direct radial to the Windsor, Ont., VOR; to the Cleveland, Ohio, VOR.

§ 600.6027 *VOR civil airway No. 27 (Los Angeles, Calif., to Seattle, Wash.)*. From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 257° and the Oxnard omnirange 155° radials; Oxnard, Calif., omnirange station; Santa Barbara, Calif., omnirange station; Paso Robles omnirange station, including a west alternate via the intersection of the Santa Barbara omnirange 304° and the Paso Robles omnirange 169° radials; intersection of the Paso Robles omnirange 336° and the Salinas omnirange 134° radials; Salinas, Calif., omnirange station, including a west alternate from the Paso Robles omnirange to the Salinas omnirange via the intersection of the Paso Robles omnirange 314° and the Salinas omnirange 150° radials; intersection of the Salinas omnirange 319° and the Point Reyes omnirange 155° radials; Point Reyes, Calif., omnirange station, including a west alternate from the Salinas omnirange to the Point Reyes omnirange via the intersection of the Salinas omnirange 302° and the Point Reyes omnirange 155° radials; intersection of the Point Reyes omnirange 352° and the Ukiah omnirange 147° radials; Ukiah, Calif., omnirange station; Fortuna, Calif., omnirange station; Crescent City, Calif., omnirange station; North Bend, Oreg., omnirange station; Newport, Oreg., omnirange station; Hoquiam, Wash., omnirange station; to the Seattle, Wash., VOR. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Point Mugu Warning Area (W-289) is excluded during its time of use. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Point Mugu Restricted Area (R-100), Fort Ord Restricted Area (R-284), Camp Roberts Restricted Area (R-415), Camp Cooke Restricted Area (R-531) and the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during these restricted area's times of designation. The portion of this airway above 14,500 feet mean sea level which lies within the geographic limits of the Olympic Restricted Area (R-241) is excluded during its designated time of use.

§ 600.6028 *VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.)*. From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station.

§ 600.6029 *VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border)*. From the Chincoteague, Va., Navy LF radio range station via the Salisbury, Md., omnirange station; Kenton, Del., omnirange station; Woodstown, N. J., omnirange station; point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester omnirange 120° True radial; West Chester, Pa., omnirange station; Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station; Scranton, Pa., omnirange station; Binghamton, N. Y., omnirange station; Syracuse, N. Y., omnirange station; Watertown, N. Y., omnirange station; the intersection of the Watertown omnirange 33° True and the Massena omnirange 241° True radials; Massena, N. Y., omnirange station to the United States-Canadian Border via the Massena omnirange 38° True radial. The portions of this airway which overlap the Chincoteague restricted area (R-45) are excluded.

§ 600.6030 *VOR civil airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.)*. From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station, including a south alternate via the point of intersection of the Milwaukee omnirange 135° True and the Chicago Heights omnirange 358° True radials; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° True and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial; Youngstown, Ohio, omnirange station; Clarion, Pa., omnirange station; Philipsburg, Pa.; omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N. J., omnirange station; to the point of intersection of the Colts Neck omnirange 078° True and the Idlewild, N. Y., omnirange 212° True radials. From the Idlewild, N. Y., omnirange station via the point of intersection of the Idlewild omnirange 083° True and the Nantucket omnirange 252° True radials to the Nantucket, Mass., omnirange station.

§ 600.6031 *VOR civil airway No. 31 (Baltimore, Md., to Rochester, N. Y.)*. From the Baltimore, Md., VOR via the Harrisburg, Pa., VOR; Selinsgrove, Pa., VOR; Williamsport, Pa., VOR; Elmira, N. Y., VOR; point of INT of the Elmira VOR 355° radial with the Ithaca, N. Y., VOR direct radial to the Rochester VOR; to the Rochester, N. Y., VOR.

§ 600.6032 *VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.)*. From the Battle Mountain, Nev., omnirange station via the Elko, Nev,. omnirange station, including a north alternate via the Battle Mountain omnirange 062° and the Elko omnirange 273° radials. Bonneville, Utah, omnirange station, including a north alternate from the Elko omnirange station to the Bonneville omnirange station via the Wells, Nev., omnirange station; Salt Lake City, Utah, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6033 *VOR civil airway No. 33 (Baltimore, Md., to Buffalo, N. Y.)*. From the Baltimore, Md., omnirange station via the Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station to the Buffalo, N. Y., omnirange station.

§ 600.6034 *VOR civil airway No. 34 (Rochester, N. Y., to Wilton, Conn.)*. From the Rochester, N. Y., VOR via the Ithaca, N. Y., VOR; Binghamton, N. Y., VOR; Wilton, Conn., VOR to the point of intersection of the Wilton omnirange 090° and the Norwich, Conn., omnirange 227° radials. The portion of this airway below 6000 feet above mean sea level, within the West Point restricted area (R-93), is excluded daily from sunrise to sunset during the period from March 1 to November 1 each year.

§ 600.6035 *VOR civil airway No. 35 Key West, Fla., to Syracuse, N. Y.)*. From the Key West, Fla., omnirange station via the intersection of the Key West omnirange 078° and the Miami omnirange 153° radials; Miami, Fla., omnirange station; intersection of the Miami omnirange 269° and the Fort Myers omnirange 134° radials, including a west alternate from the point of intersection of the Miami omnirange 153° radial and the Miami International Airport ILS localizer west course to the point of intersection of the Miami omnirange 269° and the Fort Myers omnirange 134° radials via the intersection of the Miami International Airport ILS localizer west course and the Fort Myers omnirange 134° radial; Fort Myers, Fla., VOR; St. Petersburg, Fla., VOR; Cross City, Fla., VOR, including an east alternate from the point of INT of the St. Petersburg VOR 153° radial and the Tampa International Airport ILS localizer south course to the Cross City VOR via the Tampa International Airport ILS localizer, the INT of the Tampa International Airport ILS localizer north course and the Gainesville VOR 190° radial, the Gainesville, Fla., VOR and also a west alternate from the St. Petersburg VOR to the Cross City VOR via the INT of the St. Petersburg VOR 335° and the Cross City VOR 185° radials; INT of the Cross City VOR 316° and the Tallahassee VOR 132° radials; Tallahassee, Fla., VOR; Albany, Ga. omnirange station, including an east alternate via the intersection of the Tallahassee omnirange 010° and the Albany omnirange 152° radials; Macon, Ga., omnirange station, including a west alternate via the intersection of the Albany omnirange 010° and the Macon omnirange 228° radials; Athens, Ga., omnirange station; Royston, Ga., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station, including an east alternate via the intersection of the Asheville omnirange 022° and the Tri-City omnirange 146° radials, and also a west alternate via the Asheville omnirange 329° and the Tri-City omnirange 204° radials; intersection of the Tri-City omnirange 012° True and the Charleston omnirange 185° True radials; Charleston, W. Va., omnirange station; Parkersburg, W. Va., omnirange station; intersection of Parkersburg omnirange 060° True and the Pittsburgh omnirange 223° True radials; to the Pittsburgh, Pa., omnirange station. From the Johnstown, Pa., omnirange station via the Tyrone, Pa., omnirange station; Philipsburg, Pa., omnirange station; Stonyfork, Pa., omnirange station; Elmira, N. Y., omnirange station; Watkins Glen, N. Y., omnirange station; to the Syracuse, N. Y., VOR. The portion of this airway above 19,000 feet above mean sea level which lies beneath and also the portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tyndall AFB restricted area (R-336) are excluded during this restricted area's time of designation.

§ 600.6036 *VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.)* That airspace over United States territory from the Toronto, Ont., omnirange station via the intersection of the Toronto omnirange 141° True and the Buffalo omnirange 312° True radials; Buffalo, N. Y., omnirange station, including a south alternate from the Toronto omnirange station to the Buffalo omnirange station via the intersection of the Toronto omnirange 172° True and the Buffalo omnirange 294° True radials; Elmira, N. Y., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6037 *VOR civil airway No. 37 (Savannah, Ga., to Erie, Pa.)*. From the Savannah, Ga., omnirange station via the Allendale, S. C., omnirange station, including a west alternate via the Savannah omnirange 284° and the Allendale omnirange 194° radials; Columbia, S. C., omnirange station; Charlotte, N. C., omnirange station, including a west alternate via the intersection of the Columbia omnirange 329° and the Charlotte omnirange 209° radials; Pulaski, Va., omnirange station, including a west alternate from the Charlotte omnirange station to the Pulaski omnirange station via the Hickory, N. C., omnirange station; Elkins, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; to the Erie, Pa., omnirange station.

§ 600.6038 *VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.)*. From the Iowa City, Iowa, VOR via the point of INT of the Iowa City VOR 093° and the Cordova, Ill., VOR 138° radials; Joliet, Ill., VOR; Peotone, Ill., VOR; Fort Wayne, Ind., VOR; Findlay, Ohio, VOR; Appleton, Ohio, VOR; Zanesville, Ohio, VOR; Parkersburg, W. Va., VOR; to the Elkins, W. Va., VOR.

§ 600.6039 *VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine)*. From the South Boston, Va., VOR via the Gordonsville, Va., VOR; Casanova, Va., VOR; Herndon, Va., VOR; Westminster, Md., VOR; point of INT of the Allentown VOR 228° radial with the Harrisburg, Pa., VOR direct radial to the West Chester, Pa., VOR; Allentown, Pa., VOR; Stroudsburg, Pa., VOR; Poughkeepsie, N. Y., VOR; Westfield, Mass., VOR; Gardner, Mass., VOR; Concord, N. H., VOR; to the Kennebunk, Maine, VOR.

§ 600.6040 *VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.)*. From the Cleveland, Ohio, omnirange station via the Navarre, Ohio, omnirange station; point of intersection of the Navarre omnirange direct radial to the Wheeling, W. Va., omnirange station with the Imperial, Pa., omnirange direct radial to the Tiverton, Ohio, omnirange station; to the Pittsburgh, Pa., omnirange station.

§ 600.6041 *VOR civil airway No. 41 (Pittsburgh, Pa., to Youngstown, Ohio)*. From the Pittsburgh, Pa., omnirange station via the Imperial, Pa., omnirange station; intersection of the Imperial 326° and the Youngstown, Ohio, 180° radials; to the Youngstown, Ohio, omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R-541) is excluded during its time of designation.

§ 600.6042 *VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.)*. That airspace over the United States territory from the point of intersection of the Lansing, Mich., omnirange 068° and the Salem, Mich., omnirange 342° radials via the Windsor, Ont., omnirange station; Cleveland, Ohio, omnirange station; the point of intersection of the Youngstown omnirange 233° and the Cleveland omnirange 116° radials; Imperial, Pa., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6043 *VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.)*. From the Appleton, Ohio, omnirange station via the Tiverton, Ohio, omnirange station; Youngstown, Ohio, omnirange station; to the Erie, Pa., omnirange station.

§ 600.6044 *VOR civil airway No. 44 (Centralia, Ill., to Baltimore, Md.)*. From the Centralia, Ill., omnirange station via the Nabb, Ind., omnirange station; Falmouth, Ky., VOR; York, Ky., omnirange station; Parkersburg, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Martinsburg, W. Va., omnirange station; Baltimore, Md., omnirange station; to the point of intersection of the Baltimore omnirange 097° True and the Dover, Del., omnirange 244° True radials, except that that portion of this civil airway which overlaps the Aberdeen restricted area (R-54) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) is excluded during its time of designation.

§ 600.6045 *VOR civil airway No. 45 (New Bern, N. C., to Saginaw, Mich.)*.

From the New Bern, N. C., omnirange station via the intersection of the New Bern omnirange 297° and the Raleigh omnirange 121° radials; Raleigh, N. C., omnirange station; Greensboro, N. C., omnirange station, including an east alternate via the intersection of the Raleigh omnirange 305° and the Greensboro, N. C., 051° radials and also a west alternate via the intersection of the Raleigh omnirange direct radial to the Charlotte, N. C., omnirange station with the Greensboro omnirange 122° radial; Pulaski, Va., omnirange station; Bluefield, W. Va., VOR; to the Charleston, W. Va., omnirange station. From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Appleton, Ohio, omnirange station; to the Waterville, Ohio, omnirange station. From the point of intersection of the Litchfield, Mich., omnirange 081° True and the Lansing omnirange 159° True radials; Lansing, Mich., omnirange station; to the Saginaw, Mich., omnirange station. The airspace above 5,500 feet above mean sea level of that portion of this airway which lies beneath, and conflicts with, the Cherry Point Restricted Area (R-125) is excluded daily from sunset to sunrise. The portions of this airway which overlap the Wilmington Restricted Area (R-109) are excluded.

§ 600.6046 *VOR civil airway No. 46 (New York, N. Y., to Nantucket, Mass.).* From the point of INT of the Riverhead VOR 264° and the Wilton, Conn., VOR 195° radials via the Riverhead, N. Y., VOR; Hampton, N. Y., VOR, including a south alternate via the point of INT of the Riverhead VOR 146° and the Idlewild, N. Y., VOR 083° radials; INT of the Hampton VOR 083° and the Norwich, Conn., VOR 127° radials; to the Nantucket, Mass., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Westhampton Beach, N. Y. (Suffolk AFB) Restricted Area/Military Climb Corridor (R-545) is excluded during its time of designation.

§ 600.6047 *VOR civil airway No. 47 (Bowling Green, Ky., to Detroit, Mich.).* From the Bowling Green, Ky., VOR via the point of INT of the Bowling Green VOR 008° and the Louisville, Ky., VOR 245° radials; Nabb, Ind., VOR; Cincinnati, Ohio, VOR; Sidney, Ohio, VOR, including a west alternate from the Cincinnati VOR to the point of INT of the Dayton, Ohio, Dayton Airport ILS localizer southwest course with the Sidney VOR direct radial to the Cincinnati VOR via the point of INT of the Cincinnati VOR 006° radial with the Dayton Airport ILS localizer southwest course; Findlay, Ohio, VOR; Waterville, Ohio, VOR; point of INT of the Carleton, Mich., VOR 264° radial and the Detroit Willow Run Airport ILS localizer front course; Detroit, Mich., Willow Run Airport ILS localizer; to the point of INT of the Detroit Willow Run Airport ILS localizer back course and the Salem, Mich., VOR direct radial to the Windsor, Ont., VOR.

§ 600.6048 *VOR civil airway No. 48 (Burlington, Iowa, to Pontiac, Ill.).* From the Burlington, Iowa, omnirange station via the Peoria, Ill., omnirange station; to the Pontiac, Ill., omnirange station.

§ 600.6049 *VOR civil airway No. 49 (Dillon, Mont., to Great Falls, Mont.).* From the Dillon, Mont., omnirange station via the Butte, Mont., omnirange station; intersection of the Butte omnirange 002° True and the Helena, Mont., omnirange 272° True radials; intersection of the Helena, Mont., omnirange 272° True and the Great Falls omnirange 222° True radials; to the Great Falls, Mont., omnirange station.

§ 600.6050 *VOR civil airway No. 50 (St. Joseph, Mo., to Dayton, Ohio).* From the St. Joseph, Mo., VOR via the Kirksville, Mo., VOR; Quincy, Ill., VOR, including a south alternate via the INT of the Kirksville VOR 121° and the Quincy VOR 258° radials; Springfield, Ill., VOR; Terre Haute, Ind., VOR; to the point of INT of the Terre Haute VOR 082° radial and the Indianapolis, Ind., Wier Cook Airport ILS localizer 225° course. From the Indianapolis, Ind., VOR via the INT of the Indianapolis VOR 084° and the Dayton VOR 261° radials; Dayton, Ohio, VOR, including a north alternate from the Indianapolis VOR to the Dayton VOR via the point of INT of the Indianapolis, Ind., VOR 069° and the Fort Wayne, Ind., VOR 187° radials.

§ 600.6051 *VOR civil airway No. 51 (Key West, Fla., to Chicago, Ill.).* From the Key West, Fla., VOR via the point of INT of the Miami VOR 221° and the Biscayne VOR 262° radials; Biscayne, Fla., VOR; Miami, Fla., VOR; INT of the Miami VOR 344° and the Vero Beach VOR 191° radials; Vero Beach, Fla., VOR; Daytona Beach, Fla., VOR; INT of the Daytona Beach VOR 344° and the Jacksonville VOR 159° radials; Jacksonville, Fla., VOR; INT of the Jacksonville VOR 319° and the Alma VOR 148° radials; Alma, Ga., VOR, including a west alternate; Macon, Ga., VOR, including an east alternate from the Jacksonville VOR to the Macon VOR via the INT of the Jacksonville VOR 334° and the Macon VOR 125° radials; McDonough, Ga., VOR; Chattanooga, Tenn., VOR, including a west alternate from the Alma VOR to the Chattanooga VOR via the INT of the Alma VOR 305° and the Vienna VOR 135° radials, the Vienna, Ga., VOR, the Atlanta, Ga., VOR and the INT of the Atlanta VOR 355° and the Chattanooga VOR 152° radials; Crossville, Tenn., VOR, including an east alternate via the INT of the Chattanooga VOR 063° and the Crossville VOR 171° radials; Louisville, Ky., VOR; Nabb, Ind., VOR; Shelbyville, Ind., VOR; INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; Lafayette, Ind., VOR; Chicago Heights, Ill., VOR; to the point of INT of the Chicago Heights VOR 342° and the Naperville, Ill., VOR 090° radials. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Key West Warning Area (W-173) is excluded during the time of use of this warning area.

§ 600.6052 *VOR civil airway No. 52 (Des Moines, Iowa, to Evansville, Ind.).* From the Des Moines, Iowa, VOR via the Ottumwa, Iowa, VOR, including a south alternate; Quincy, Ill., VOR, including a north alternate; St. Louis, Mo., VOR, including a north alternate; Troy, Ill., VOR; INT of the Troy VOR 099° and the Evansville VOR 309° radials; to the Evansville, Ind., VOR.

§ 600.6053 *VOR Civil airway No. 53 (Charleston, S. C., to Chicago, Ill.).* From the Charleston, S. C., omnirange station via the Columbia, S. C., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333° True and the Indianapolis omnirange 170° True radials; Indianapolis, Ind., omnirange station; Westpoint, Ind., omnirange station; intersection of the Westpoint omnirange 326° and the Peotone omnirange 153° radials; Peotone, Ill., omnirange station; to the point of intersection of the Peotone omnirange 003° and the Joliet, Ill., omnirange 056° radials.

§ 600.6054 *VOR civil airway No. 54 (Quitman, Tex., to Charlotte, N. C.).* From the Quitman, Tex., omnirange station via the Texarkana, Ark., omnirange station; intersection of the Texarkana omnirange 052° True and the Little Rock omnirange 235° True radials; Little Rock, Ark., omnirange station, including a north alternate via the intersection of the Texarkana omnirange 033° True and the Little Rock omnirange 255° True radials; intersection of the Little Rock omnirange 077° True and the Memphis omnirange 261° True radials; Memphis, Tenn., omnirange station, including a north alternate from the Little Rock omnirange station to the Memphis omnirange station via the intersection of the Little Rock omnirange 062° True and the Memphis omnirange 276° True radials; Muscle Shoals, Ala., VOR, including a north alternate via the INT of the Memphis VOR 081° and the Muscle Shoals VOR 297° radials and also a south alternate from the Memphis VOR to the Muscle Shoals VOR via the point of INT of the Memphis VOR 163° and the Holly Springs, Miss., VOR 294° radials, the Holly Springs VOR, the point of INT of the Holly Springs VOR 099° and the Muscle Shoals VOR 255° radials; Huntsville, Ala., omnirange station; Chattanooga Tenn., omnirange station, including a north alternate via the Muscle Shoals omnirange 067° and the Chattanooga omnirange 282° radials; Spartanburg, S. C., omnirange station; to the Charlotte, N. C., omnirange station.

§ 600.6055 *VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.).* From the Dayton, Ohio, VOR via the Fort Wayne, Ind., VORTAC, including an east alternate via the INT of the Dayton VOR 342° and the Fort Wayne VORTAC direct radial to the Sidney, Ohio, VOR; Goshen, Ind., VOR, including a west alternate via the point of INT of the Fort Wayne VORTAC direct radial to the Peotone, Ill., VOR with the Goshen VOR

168° radial; South Bend, Ind., VOR; Keeler, Mich., VOR; Pullman, Mich., VOR; Muskegon, Mich., VORTAC; INT of the Muskegon VORTAC 342° and the Green Bay VOR 118° radials; to the Green Bay, Wis., VOR.

§ 600.6056 *VOR civil airway No. 56 (Montgomery, Ala., to Florence, S. C.).* From the Montgomery, Ala., omnirange station via the intersection of the Montgomery omnirange 049° True and the Columbus omnirange 266° True radials; Columbus, Ga., omnirange station; Macon, Ga., omnirange station; Augusta, Ga., omnirange station; Columbia, S. C., omnirange station, including a north alternate via the intersection of the Augusta omnirange 054° and the Columbia omnirange 266° radials; intersection of the Columbia omnirange 079° True and the Florence omnirange 246° True radials; to the Florence, S. C., omnirange station.

§ 600.6057 *VOR civil airway No. 57 (Evergreen, Ala., to Hamilton, Ohio).* From the Evergreen, Ala., VOR via the INT of the Evergreen VOR 049° and the Birmingham VOR 180° radials; Birmingham, Ala., VOR; Muscle Shoals, Ala., VOR; Graham, Tenn., VOR; Bowling Green, Ky., VOR; point of INT of the Bowling Green VOR 063° and the Louisville, Ky., VOR 168° radials; Lexington, Ky., VOR; Falmouth, Ky., VOR; to the point of INT of the Richmond, Ind., VOR 142° and the Cincinnati, Ohio, VOR 022° radials.

§ 600.6058 *VOR civil airway No. 58 (Ellwood City, Pa., to Hartford, Conn.).* From the Ellwood City, Pa., omnirange station via the intersection of the Ellwood City omnirange 087° and the Philipsburg omnirange 267° radials; Philipsburg, Pa., omnirange station; Williamsport, Pa., omnirange station; intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton omnirange 238° True radials; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Hartford, Conn., omnirange station to the point of intersection of the Hartford omnirange 130° and the Norwich, Conn., omnirange 227° radials.

§ 600.6059 *VOR civil airway No. 59 (Parkersburg, W. Va., to Cleveland, Ohio).* From the Parkersburg, W. Va., omnirange station via the Newcomerstown, Ohio, omnirange station; point of intersection of the Tiverton, Ohio, omnirange direct radial to the Youngstown, Ohio, omnirange station with the Mansfield, Ohio, omnirange 100° radial; to the Cleveland, Ohio, omnirange station.

§ 600.6060 *VOR civil airway No. 60 (Albuquerque, N. Mex., to Lubbock, Tex.).* From the Albuquerque, N. Mex., omnirange station via the Otto, N. Mex., omnirange station, including a south alternate; Las Vegas, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; Texico, N. Mex., omnirange station; to the Lubbock, Tex., omnirange station.

§ 600.6061 *VOR civil airway No. 61 (Bridgeport, Tex., to Lawton, Okla.).* From the Bridgeport, Tex., VOR via the INT of the Bridgeport VOR 315° and the Wichita Falls VOR 139° radials; Wichita Falls, Tex., VOR; to the Lawton, Okla., VOR.

§ 600.6062 *VOR civil airway No. 62 (Santa Fe, N. Mex., to Abilene, Tex.).* From the Santa Fe, N. Mex., omnirange station via the Anton Chico, N. Mex., omnirange station; Texico, N. Mex., omnirange station; Lubbock, Tex., omnirange station; intersection of the Lubbock omnirange 101° True and the Abilene omnirange 327° True radials; to the Abilene, Tex., omnirange station.

§ 600.6063 *VOR civil airway No. 63 (Waco, Tex., to Milwaukee, Wis.).* From the Waco, Tex., omnirange station via the point of intersection of the Waco omnirange 036° True and the Dallas, Tex., omnirange 133° True radials; to the Sulphur Springs, Tex., omnirange station. From the McAlester, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Springfield, Mo., omnirange station; Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa, omnirange station; intersection of the Burlington omnirange 015° True and the Janesville omnirange 239° True radials; Janesville, Wis., omnirange station; to the Milwaukee, Wis., omnirange station.

§ 600.6064 *VOR civil airway No. 64 (Los Angeles, Calif., to Blythe, Calif.).* From the point of intersection of the Long Beach omnirange 287° and the Los Angeles omnirange 149° radials; via the Long Beach, Calif., omnirange station; Thermal; Calif., omnirange station; to the Blythe, Calif., omnirange station.

§ 600.6065 *VOR civil airway No. 65 (Kansas City, Mo., to Lamoni, Iowa).* From the point of intersection of the Kansas City, Mo., omnirange 231° True and the St. Joseph, Mo., omnirange 178° True radials via the St. Joseph, Mo., omnirange station; to the Lamoni, Iowa, omnirange station.

§ 600.6066 *VOR civil airway No. 66 (San Diego, Calif., to Charlotte, N. C.).* That airspace over United States territory from the San Diego, Calif., omnirange station via the intersection of the San Diego omnirange 098° True and the El Centro omnirange 265° True radials; El Centro, Calif., omnirange station; Yuma, Ariz, omnirange station; intersection of the Yuma omnirange 87° True and the Gila Bend omnirange 261° True radials; Gila Bend, Ariz., omnirange station; Tucson, Ariz., omnirange station, including a north alternate from the Gila Bend omnirange station to the Tucson omnirange station via the Casa Grande, Ariz., omnirange station and the point of intersection of the Phoenix, Ariz., omnirange 161° True radial with the Casa Grande omnirange direct radial to the San Simon, Ariz., omnirange station; Douglas, Ariz., omnirange station; the intersection of the Douglas 63° True and the Columbus, N. Mex., omnirange 277° True radials; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station, including a north alternate; intersection of the El Paso omnirange 132° True and the Hudspeth omnirange 272° True radials; Hudspeth, Tex., omnirange station; Culberson, Tex., omnirange station; intersection of the Culberson omnirange 090° True and the Midland omnirange 243° True radials; Midland, Tex., omnirange station; point of intersection of the Midland omnirange 084° True and the Big Spring, Tex., omnirange 139° True radials; Abilene, Tex., omnirange station; intersection of the Abilene omnirange 066° True and the Bridgeport omnirange 248° True radials; Bridgeport, Tex., omnirange station; to the Sulphur Springs, Tex., omnirange station. From the Atlanta, Ga., omnirange station via the Athens, Ga., omnirange station; point of intersection of the Spartanburg, S. C., omnirange 148° True and the Charlotte omnirange 242° True radials; to the Charlotte, N. C., omnirange station.

§ 600.6067 *VOR civil airway No. 67 (Cedar Rapids, Iowa, to Rochester, Minn.).* From the Cedar Rapids, Iowa, omnirange station via the Waterloo, Iowa, omnirange station; Mason City, Iowa, omnirange station; to the Rochester, Minn., omnirange station, including a west alternate.

§ 600.6068 *VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.).* That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the intersection of the Albuquerque omnirange 120° True and the Corona omnirange 311° True radials; Corona, N. Mex., omnirange station, including a north alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque omnirange 103° and the Corona omnirange 328° radials and also a south alternate from the Albuquerque omnirange station to the Corona omnirange station via the intersection of the Albuquerque VOR 160° and the Corona omnirange 268° radials; Roswell, N. Mex., omnirange station, including a north alternate; Hobbs, N. Mex., omnirange station; Midland, Tex., omnirange station, including a south alternate from the Hobbs omnirange station to the Midland omnirange station via the point of intersection of the Hobbs omnirange 147° True and the Wink, Tex., omnirange 066° True radials; San Angelo, Tex., omnirange station, including a south alternate via the intersection of the Midland omnirange 146° True and the San Angelo omnirange 278° True radials; Junction, Tex., omnirange station, including a south alternate via the intersection of the San Angelo omnirange 181° True and the Junction omnirange 310° True radials and also a north alternate via the intersection of the San Angelo omnirange 112° True and the Junction omnirange 342° True radials; San Antonio, Tex., omnirange station; intersection of the San Antonio omnirange 167° True and the Corpus Christi omnirange 321° True radials; Corpus Christi, Tex., omnirange station; intersection of the Corpus Christi omnirange 236° True and the Alice, Tex., omnirange 171° True radials; intersection of the Alice omnirange 171° True and the Brownsville omnirange 339° True radials; to the Brownsville, Tex., omnirange station. The portions of this airway which conflict with the Corpus Christi Restricted Area (R-227) are excluded.

§ 600.6069 *VOR civil airway No. 69 (Shreveport, La., to Chicago, Ill.)*. From the Shreveport, La., omnirange station via the intersection of the Shreveport omnirange 087° True and the El Dorado omnirange 217° True radials; El Dorado, Ark., omnirange station, including a west alternate from the Shreveport omnirange station to the El Dorado omnirange station via the intersection of the Shreveport omnirange 087° and the El Dorado omnirange 234° radials; intersection of the El Dorado omnirange 041° True and the Pine Bluff omnirange 210° True radials; Pine Bluff, Ark., omnirange station; point of intersection of the Little Rock, Ark., omnirange 062° True and the Memphis, Tenn., omnirange 276° True radials; Walnut Ridge, Ark., omnirange station; Farmington, Mo., omnirange station; intersection of the Farmington omnirange 351° True and the Troy omnirange 215° True radials; Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Pontiac, Ill., VOR; Joliet, Ill., VOR; to the Kedzie, Ill., RBN.

§ 600.6070 *VOR civil airway No. 70 (Corpus Christi, Tex., to Allendale, S. C.)*. From the Corpus Christi, Tex., omnirange station via the Palacios, Tex., omnirange station; Galveston, Tex., omnirange station; intersection of the Galveston omnirange 067° True and the Lake Charles omnirange 241° True radials; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; Baton Rouge, La., omnirange station; Picayune, Miss., omnirange station; the Evergreen, Ala., omnirange station; Eufaula, Ala., omnirange station; Vienna, Ga., omnirange station; to the Allendale, S. C., omnirange station.

§ 600.6071 *VOR civil airway No. 71 (Flippin, Ark., to Kansas City, Mo.)*. From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 301° and the Butler omnirange 178° radials; to the Kansas City, Mo., omnirange station.

§ 600.6072 *VOR civil airway No. 72 (Troy, Ill., to Albany, N. Y.)*. From the Troy, Ill., omnirange station; via the Vandalia, Ill., omnirange station; Westpoint, Ind., omnirange station; to the Lafayette, Ind., omnirange station. From the Findlay, Ohio, omnirange station via the Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station; point of intersection of the Fitzgerald, Pa., omnirange 304° and the Bradford omnirange 260° radials; Bradford, Pa., omnirange station; point of intersection of the Bradford omnirange 078° radial with the Stonyfork, Pa., omnirange direct radial to the Wellsville, N. Y., omnirange station; Elmira, N. Y., omnirange station; Binghamton, N. Y., omnirange station; Rockdale, N. Y., omnirange station; to the Albany, N. Y., omnirange station.

§ 600.6073 *VOR civil airway No. 73 (Wichita, Kans., to Salina, Kans.)*. From the Wichita, Kans., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 025° True and the Salina omnirange 184° True radials; to the Salina, Kans., omnirange station.

§ 600.6074 *VOR civil airway No. 74 (Hugo, Colo., to Pine Bluff, Ark.)*. From the Hugo, Colo., omnirange station via the intersection of the Hugo omnirange 112° and the Garden-City VORTAC 296° radials; Garden City VORTAC; Dodge City, Kans., omnirange station; Anthony, Kans., omnirange; Ponca City, Okla., omnirange station; Tulsa, Okla., omnirange station; Fort Smith, Ark., omnirange station, including a north alternate from the Tulsa omnirange station to the Fort Smith omnirange station via the point of intersection of the Tulsa omnirange 083° and the Neosho, Mo., omnirange 223° radials and also a south alternate from the Ponca City omnirange station to the Fort Smith omnirange station via the Okmulgee, Okla, omnirange station; intersection of the Fort Smith omnirange 098° and the Little Rock omnirange 302° radials; Little Rock, Ark., omnirange station; intersection of the Little Rock omnirange 141° and the Pine Bluff omnirange 007° radials; to the Pine Bluff, Ark., omnirange station.

§ 600.6075 *VOR civil airway No. 75 (Petersburg, W. Va., to Cleveland, Ohio)*. From the point of intersection of the Morgantown, W. Va., omnirange 134° and the Elkins, W. Va., omnirange 083° radials via the Morgantown, W. Va., omnirange; Wheeling, W. Va., omnirange station; Navarre, Ohio, omnirange station; to the Cleveland, Ohio, omnirange station.

§ 600.6076 *VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.)*. From the Lubbock, Tex., VOR via the Big Spring, Tex., VOR; San Angelo, Tex., VOR, including a north alternate via the point of INT of the Big Spring VOR 124° and the San Angelo VOR 024° radials; Llano, Tex., VOR; Austin, Tex., VOR, including a north alternate from the San Angelo VOR to the Austin Vor via the Lometa, Tex., VOR; Houston, Tex., VOR; to the Galveston, Tex., VOR.

§ 600.6077 *VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa)*. From the Cotulla, Tex. ,omnirange station via the Junction, Tex., omnirange station; San Angelo, Tex., VOR; Abilene, Tex., VOR; Wichita Falls, Tex., VOR, including an east alternate; intersection of the Wichita Falls omnirange 028° True and the Oklahoma City omnirange 202° True radials; Oklahoma City, Okla., omnirange station including an east alternate from the Wichita Falls omnirange station to the Oklahoma City omnirange station via the intersection of the Wichita Falls omnirange 043° True and the Oklahoma City omnirange 180° True radials excluding those portions of this airway which overlap the Fort Sill restricted area (R-208); Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 327° True and the Wichita omnirange 226° True radials; Wichita, Kans., omnirange station; point of intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka omnirange 236° True radials; Topeka, Kans., omnirange station; St. Joseph, Mo., omnirange station; Lamoni, Iowa, omnirange station; to the Des Moines, Iowa, omnirange station.

§ 600.6078 *VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.)*. From the Huron, S. Dak., omnirange station via the Watertown, S., Dak., omnirange station, including a south alternate; to the Minneapolis, Minn., omnirange station.

§ 600.6079 *VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.)*. From the Fort Stockton, Tex., omnirange station via the Wink, Tex., omnirange station; Hobbs, N. Mex., omnirange station; to the Lubbock, Tex., omnirange station.

§ 600.6080 *VOR civil airway No. 80 (Sioux Falls, S. Dak., to Redwood Falls, Minn.)*. From the Sioux Falls, S. Dak., omnirange station to the Redwood Falls, Minn., omnirange station, including a south alternate.

§ 600.6081 *VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah)*. From the Midland, Tex., VOR via the Lubbock, Tex., VOR; Amarillo, Tex., VOR, including an east alternate; Dalhart, Tex., VOR, including an east alternate; Tobe, Colo., VOR; Pueblo, Colo., VORTAC; Colorado Springs, Colo., VOR; INT Colorado Springs VOR 345° and the Denver VOR 183° radials; Denver, Colo., VOR. From the Grand Junction, Colo., VOR via the Myton, Utah, VOR; to the Salt Lake City, Utah, VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Parker Restricted Area (R-195) is excluded during its time of designation.

§ 600.6082 *VOR civil airway No. 82 (Minneapolis, Minn., to Nodine, Minn.)*. From the Minneapolis, Minn., VOR via the Farmington, Minn., VOR; Rochester, Minn., VOR; to the Nodine, Minn., VOR, including a south alternate via the INT of the Rochester VOR 113° and the Nodine VOR 257° radials.

§ 600.6083 *VOR civil airway No. 83 (Carlsbad, N. Mex., to Kiowa, Colo.)*. From the Carlsbad, N. Mex., VOR, via the Roswell, N. Mex., VOR; Corona, N. Mex., VOR, including an east alternate; Otto, N. Mex., VOR; Santa Fe, N. Mex., VOR; INT of the Santa Fe VOR 010° and the Alamosa VOR 183° radials; Alamosa, Colo., VOR; Pueblo, Colo., VORTAC; Colorado Springs, Colo., VOR; to the Kiowa, Colo., VOR.

§ 600.6084 *VOR civil airway No. 84 (Shabbona, Ill., to Syracuse, N. Y.)*. That airspace over United States territory from the point of intersection of the Moline, Ill., omnirange 088° True and the Northbrook omnirange 238° True radials via the Northbrook, Ill., omnirange station; Pullman, Mich., omnirange station; Lansing, Mich., omnirange station; Selfridge, Mich., omnirange station; London, Ont., omnirange station; Buffalo, N. Y., VOR; Geneseo, N. Y., VOR; point of INT of the Elmira, N. Y., VOR 355° radial with the Ithaca, N. Y., VOR direct radial to the Rochester, N. Y., VOR; to the Syracuse, N. Y., VOR.

§ 600.6085 *VOR civil airway No. 85 (Rock River, Wyo., to Casper, Wyo.).* From the Rock River, Wyo., omnirange station to the Casper, Wyo., omnirange station, including a west alternate via the intersection of the Rock River omnirange 336° True and the Casper omnirange 216° True radials.

§ 600.6086 *VOR civil airway No. 86 (Butte, Mont., to Bozeman, Mont.).* From the Butte, Mont., omnirange station via the Whitehall, Mont., omnirange station to the Bozeman, Mont., omnirange station.

§ 600.6087 *VOR civil airway No. 87 (Gila Bend, Ariz., to Hassayampa, Ariz.).* From the Gila Bend, Ariz., omnirange station to the Hassayampa, Ariz., omnirange station.

§ 600.6088 *VOR civil airway No. 88 (Tulsa, Okla., to Vichy, Mo.).* From the Tulsa, Okla., omnirange station via the intersection of the Tulsa omnirange 044° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Vichy, Mo., omnirange station; to the point of intersection of the Vichy omnirange 084° True and the St. Louis, Mo., omnirange 170° True radials.

§ 600.6089 *VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.).* From the Denver, Colo, VOR via the Cheyenne, Wyo., VOR, including an east alternate via the INT of the Denver VOR 016° and the Cheyenne VOR 131° radials; Chadron, Nebr., VOR, including an east alternate from the Cheyenne VOR to the Chadron VOR via the Scottsbluff, Nebr., VOR; to the Rapid City, S. Dak., VOR, including an east alternate. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Scenic Restricted Area (R-190) is excluded during its designated time of use.

§ 600.6090 *VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ontario).* That airspace over United States territory from the Litchfield, Mich., omnirange station to the Windsor, Ontario, omnirange station.

§ 600.6091 *VOR civil airway No. 91 (New York, N. Y., to Montreal, Quebec).* That airspace over U. S. territory from the Idlewild, N. Y., VOR via the point of INT of the Idlewild VOR 042° and the Wilton VOR 185° radials; Wilton, Conn., VOR; Poughkeepsie, N. Y., VOR; Albany, N. Y., VOR, including an east alternate via the INT of the Poughkeepsie VOR 007° and the Albany VOR 140° radials and also a west alternate; Glens Falls, N. Y., VOR; Benson, Vt., VOR; Burlington, Vt., VOR; Plattsburg, N. Y., VOR; Montreal, Quebec, Canada, VOR, including an east alternate from the Burlington VOR to the Montreal VOR via the INT of the Burlington VOR 353° and the Montreal VOR 146° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) is excluded during its time of designation.

§ 600.6092 *VOR civil airway No. 92 (Chicago, Ill., to Washington, D. C.).* From the Joliet, Ill., omnirange station via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Navarre, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Grantsville, Md., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° and the Washington terminal omnirange 245° radials; to the Washington, D. C., terminal omnirange station.

§ 600.6093 *VOR civil airway No. 93 (Baltimore, Md., to Presque Isle, Maine).* That airspace over United States territory from the Baltimore, Md., omnirange station via the intersection of the Baltimore omnirange 013° True and the Allentown omnirange 228° True radials; to the Allentown, Pa., omnirange station. From the Poughkeepsie, N. Y., omnirange station via the Chester, Mass., omnirange station; point of intersection of the Albany, N. Y., omnirange 099° True and the Concord omnirange 231° True radials; Concord, N. H., omnirange station; intersection of the Concord omnirange 041° True and the Augusta omnirange 239° True radials; Augusta, Maine, omnirange station; Bangor, Maine, omnirange station; Princeton, Maine, omnirange station; Houlton, Maine, omnirange station; to the Presque Isle, Maine, omnirange station. The portions of this airway which overlap the Washington, D. C., prohibited area (P-56) are excluded.

§ 600.6094 *VOR civil airway No. 94 (Casa Grande, Ariz., to Monroe, La.)* From the Casa Grande, Ariz., VOR via the San Simon, Ariz., VOR; Deming, N. Mex., VOR; INT of the Deming VOR 112° and the Newman VOR 272° radials; Newman, Tex., VOR; INT of the Newman VOR 091° and the Salt Flat VOR 312° radials; Salt Flat, Tex., VOR; Carlsbad, N. Mex., VOR; to the Hobbs, N. Mex., VOR. From the Abilene, Tex., VOR via the INT of the Abilene VOR 096° and the Britton VOR 264° radials; Britton, Tex., VOR; Gregg County, Tex., VOR; INT of the Greeg County VOR 092° and the Monroe VOR 267° radials; to the Monroe, La., VOR. The portions of this airway which lie within the geographic limits of and between the designated altitudes of, the White Sands Restricted Area (R-209) and the McGregor Restricted Area (R-211) are excluded during the times of designation of these restricted areas.

§ 600.6095 *VOR civil airway No. 95 (Phoenix, Ariz., to Farmington, N. Mex.).* From the Phoenix, Ariz., omnirange station via the intersection of the Phoenix omnirange 004° and the Winslow omnirange 224° radials; Winslow, Ariz., omnirange station; to the Farmington, N. Mex., omnirange station.

§ 600.6096 *VOR civil airway No. 96 (Kokomo, Ind., to Waterville, Ohio).* From the intersection of the Indianapolis, Ind., omnirange 022° and the Fort Wayne VORTAC 232° radials via the Fort Wayne, Ind., VORTAC to the Waterville, Ohio, omnirange station.

§ 600.6097 *VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.).* From the Miami, Fla., omnirange station via the La Belle, Fla., omnirange station; St. Petersburg, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the St. Petersburg omnirange station to the Tallahassee omnirange station via the point of intersection of the St. Petersburg omnirange 335° with the Cross City omnirange 207° radials; the Cross City, Fla., omnirange station and the intersection of the Cross City omnirange 316° with the Tallahassee 132° radials; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station, including an east alternate from the Atlanta omnirange station to the Knoxville omnirange station via the Norcross, Ga., omnirange station and the intersection of the Norcross omnirange 014° and the Knoxville omnirange 175° radials; London, Ky., omnirange station; Lexington, Ky., omnirange station; Cincinnati, Ohio, omnirange station; including an east alternate via the Falmouth, Ky., VOR; Shelbyville, Ind., VOR, including an east alternate via the INT of the Cincinnati VOR 321° and the Shelbyville VOR 110° radials and also a west alternate via the INT of the Cincinnati VOR 290° and the Shelbyville VOR 172° radials; INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; Lafayette, Ind., VOR, including a west alternate from the Shelbyville VOR to the Lafayette VOR via the Indianapolis, Ind., VOR, the INT of the Indianapolis VOR 344° and the Shelbyville VOR 313° radials and the INT of the Shelbyville VOR 313° and the Lafayette VOR 136° radials; to the Chicago Heights, Ill., VOR. From the point of intersection of the Janesville omnirange 098° True and the Milwaukee, Wis., omnirange 192° True radials via the Janesville, Wis., omnirange station; intersection of the Janesville omnirange 294° True and the Lone Rock omnirange 147° True radials; Lone Rock, Wis., omnirange station; Nodine, Minn., omnirange station; point of intersection of the Nodine omnirange direct radial to the Minneapolis omnirange station with the Minneapolis-St. Paul International Airport ILS 121° localizer course; to the Minneapolis-St. Paul, Minn., International Airport ILS localizer. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB restricted area (R-336) and the Tyndall AFB warning area (W-337) are excluded daily between sunset and sunrise. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Dawsonville Restricted Area (R-534) is excluded during its time of designation.

§ 600.6098 *VOR civil airway No. 98 (Fort Wayne, Ind., to Montreal, Quebec).*

That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; Windsor, Ontario, omnirange station; London, Ontario, omnirange station; Toronto, Ontario, omnirange station; Stirling, Ontario, omnirange station; Massena, N. Y., omnirange station; to the Montreal, Quebec, omnirange station.

§ 600.6099 *VOR civil airway No. 99 (Newport, Oreg., to Vancouver, British Columbia).* That airspace over United States territory from the Newport, Oreg., omnirange station via the intersection of the Newport omnirange 023° True and the Newberg omnirange 251° True radials; Newberg, Oreg., omnirange station; intersection of the Newberg omnirange 355° True and the Olympia omnirange 195° True radials; Olympia, Wash., omnirange station; point of intersection of the Seattle, Wash., omnirange 359° True and the Bellingham omnirange 169° True radials; Bellingham, Wash., omnirange station; to the Vancouver, British Columbia, radio range station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Area (R-505) and the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) are excluded during these restricted area's designated times of use.

§ 600.6100 *VOR civil airway No. 100 (Rock River, Wyo., to Detroit, Mich.).* From the Rock River, Wyo., omnirange station via the Chadron, Nebr., omnirange station; O'Neill, Nebr., omnirange station; Sioux City, Iowa, omnirange station; Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Litchfield, Mich., omnirange 050° True and the Salem omnirange 257° True radials; to the Salem, Mich., omnirange station. The portion of this airway below 1900 feet above mean sea level which overlaps the Savanna restricted area (R-498) is excluded.

§ 600.6101 *VOR civil airway No. 101 (Ogden, Utah, to Burley, Idaho).* From the Ogden, Utah, omnirange station to the Burley, Idaho, omnirange station.

§ 600.6102 *VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.).* From the Lubbock, Tex., omnirange station via the Guthrie, Tex., omnirange station; to the Wichita Falls, Tex., omnirange station, including a south alternate via the intersection of the Guthrie omnirange 103° True and the Wichita Falls omnirange 247° True radials.

§ 600.6103 *VOR civil airway No. 103 (Greensboro, N. C., to Windsor, Ont.).* From the Greensboro, N. C., omnirange station via the Roanoke, Va., terminal omnirange station; Elkins, W. Va., omnirange station; Clarksburg, W. Va., omnirange station; Wheeling, W. Va., omnirange station; Navarre, Ohio, omnirange station; Cleveland, Ohio, omnirange station; point of intersection of the Carleton, Mich., omnirange 097° and the Windsor omnirange 121° radials; to the Windsor, Ont., omnirange station.

§ 600.6104 *VOR civil airway No. 104 (Ottawa, Ont., to Plattsburgh, N. Y.)* That airspace over United States territory from the Ottawa, Ont., omnirange station via the intersection of the Ottawa omnirange 082° True and the Massena omnirange 346° True radials; Massena, N. Y., omnirange station; to the Plattsburgh, N. Y., omnirange station.

§ 600.6105 *VOR civil airway No. 105 (Phoenix, Ariz., to Reno, Nev.).* From the Phoenix, Ariz., VOR via the Prescott, Ariz., VOR, including an east alternate via the INT of the Phoenix VOR 004° and the Prescott VOR 135° radials; Las Vegas, Nev., VOR, including an east alternate from the Prescott VOR to the Las Vegas VOR via the Drake, Ariz., VOR, the Peach Springs, Ariz., VOR and the INT of the Peach Springs VOR 293° and the Las Vegas VOR 106° radials; the INT of the Las Vegas VOR 266° and the Beatty VOR 136° radials; Beatty, Nev., VOR; Coaldale, Nev., VOR; to the Reno, Nev., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Fallon, Nev., Restricted Area (R-268) are excluded during its time of designation.

§ 600.6106 *VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine).* From the Charleston, W. Va., omnirange station via the intersection of the Charleston omnirange 049° and the Elkins omnirange 264° radials; Clarksburg, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Morgantown omnirange 021° True and the Pittsburgh omnirange 117° True radials; point of intersection of the Tower City, Pa., omnirange 279° True radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N. Y., omnirange station; Westfield, Mass., omnirange station; Gardner, Mass., omnirange station; point of intersection of the Gardner omnirange 051° True and the Concord, N. H., omnirange 146° True radials; to the Kennebunk, Maine, omnirange station.

§ 600.6107 *VOR civil airway No. 107 (Los Angeles, Calif., to Red Bluff, Calif.).* From the Los Angeles, Calif., omnirange station via the point of intersection of the Long Beach, Calif., omnirange 287° and the Los Angeles omnirange 149° radials; point of intersection of the Long Beach omnirange 287° and the Fillmore omnirange 163° radials; Fillmore, Calif., omnirange station; intersection of the Fillmore omnirange 318° and the Avenal omnirange 151° radials; Avenal, Calif., omnirange station; Panoche, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330° True and the Ukiah omnirange 147° True radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station.

§ 600.6108 *VOR civil airway No. 108 (Colorado Springs, Colo., to Salina, Kans.).* From the Colorado Springs, Colo., VOR via the Hugo, Colo., VOR; Goodland, Kans., VOR; Hill City, Kans., VOR; INT of the Hill City VOR 093° and the Salina VOR 286° radials; to the Salina, Kans., VOR.

§ 600.6109 *VOR civil airway No. 109 (Panoche, Calif., to Oakland, Calif.).* From the Panoche, Calif., omnirange station via the intersection of the Panoche omnirange 343° and the Oakland omnirange 078° radials; to the Oakland, Calif., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Vernalis restricted area (R-280) is excluded during its time of designation.

§ 600.6110 *VOR civil airway No. 110 (San Francisco, Calif., to Altamont, Calif.).* From the point of intersection of the Agnew omnirange 218° True and the Salinas omnirange 319° True radials via the Agnew, Calif., omnirange station; to the point of intersection of the Agnew omnirange 038° True and the Modesto, Calif., omnirange 273° True radials.

§ 600.6111 *VOR civil airway No. 111 (Salinas, Calif., to Los Banos, Calif.).* From the Salinas, Calif., omnirange station to the point of intersection of the Salinas omnirange 041° radial with the Panoche, Calif., omnirange direct radial to the Oakland, Calif., omnirange station.

§ 600.6112 *VOR civil airway No. 112 (Portland, Oreg., to Pendleton, Oreg.).* From the Portland, Oreg., omnirange station via The Dalles, Oreg., omnirange station, including a north alternate; intersection of the The Dalles omnirange 096° True and the Pendleton omnirange 254° True radials; to the Pendleton, Oreg., omnirange station.

§ 600.6113 *VOR civil airway No. 113 (Paso Robles, Calif., to Reno, Nev.).* From the Paso Robles, Calif., omnirange station via the Panoche, Calif., omnirange station; intersection of the Panoche omnirange 343° and the Modesto omnirange 205° radials; Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Vernalis restricted area (R-280) is excluded during its time of designation.

§ 600.6114 *VOR civil airway No. 114 (Amarillo, Tex., to New Orleans, La.).* "From the Amarillo, Tex., omnirange station via the Childress, Tex., omnirange station, including a north and a south alternate; Wichita Falls, Tex., omnirange station, including a south alternate via the intersection of the Childress omnirange 120° and the Wichita Falls omnirange 262° radials; Dallas, Tex., omnirange station; intersection of the Dallas 133° True and the Gregg County omnirange 273° True radials; Gregg County, Tex., omnirange station, including a north alternate from the Dallas omnirange station to the Gregg County omnirange station via the Quitman, Tex., omnirange station; point of intersection of the Shreveport, La., omnirange 176° True and the Alexandria omnirange 300° True radials; Alexandria, La., omnirange station, including a north alternate from the Gregg County omnirange station to the Alexandria omnirange station via the Shreveport omnirange station and the point of intersection of the Shreveport omnirange 176° True with the Alexandria omnirange 300° True radials; Baton Rouge, La., omnirange station; to the New Orleans, La., omnirange station, including a north alternate via the intersection of the Alexandria omnirange 105° and the New Orleans omnirange 326° radials.

§ 600.6115 *VOR civil airway No. 115 (Crestview, Fla., to Buffalo, N. Y.).* From the Crestview, Fla., VOR via the Montgomery, Ala., VOR; INT of the Montgomery VOR 358° and the Birmingham VOR 145° radials; Birmingham, Ala., VOR; Chattanooga, Tenn., VOR; INT of the Chattanooga VOR 032° and the Knoxville VOR 248° radials; Knoxville, Tenn., VOR; to the Charleston, W. Va., VOR. From the Ellwood City, Pa., VOR via the Tidioute, Pa., VOR; Jamestown, N. Y., VOR; to the Buffalo, N. Y., VOR.

§ 600.6116 *VOR civil airway No. 116 (Kansas City, Mo., to New York, N. Y.).* From the Kansas City, Mo., omnirange station via the Macon, Mo., omnirange station; Quincy, Ill., omnirange station; Peoria, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; Keeler, Mich, omnirange station; point of intersection of the Litchfield, Mich., 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; Windsor, Ontario, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Stonyfork, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° and the Wilton, Conn,. omnirange 240° radials.

§ 600.6117 *VOR civil airway No. 117 (El Centro, Calif., to Daggett, Calif.).* From the El Centro, Calif., omnirange station via the intersection of the El Centro omnirange 350° True and the Thermal omnirange 122° True radials; Thermal, Calif., omnirange station; intersection of the Thermal omnirange 340° and the Daggett omnirange 187° radials; to the Daggett, Calif., omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R–344) and the Salton Sea restricted area (R–303) are excluded during the time of designation of these restricted areas.

§ 600.6118 *VOR civil airway No. 118 (Rock River, Wyo., to Cheyenne, Wyo.).* From the Rock River, Wyo., omnirange station via the Laramie, Wyo., omnirange station to the Cheyenne, Wyo., omnirange station.

§ 600.6119 *VOR civil airway No. 119 (Huntington, W. Va., to Rochester, N. Y.).* From the Huntington, W. Va., nondirectional radio beacon via the Henderson, W. Va., omnirange station; Parkersburg, W. Va., omnirange station; Wheeling, W. Va., omnirange station; Imperial, Pa., omnirange station; Clarion, Pa., omnirange station; Fitzgerald, Pa., omnirange station; Bradford, Pa., omnirange station; Wellsville, N. Y., omnirange station; Geneseo, N. Y., omnirange station; to the Rochester, N. Y., omnirange station.

§ 600.6120 *VOR civil airway No. 120 (Mullan Pass, Mont., to Miles City, Mont.).* From the Mullan Pass, Mont., omnirange station via the Great Falls, Mont., omnirange station; Lewiston, Mont., omnirange station; to the Miles City, Mont., omnirange station.

§ 600.6121 *VOR civil airway No. 121 (North Bend, Oreg., to Eugene, Oreg.).* From the North Bend, Oreg., omnirange station to the Eugene, Oreg., omnirange station.

§ 600.6122 *VOR civil airway No. 122 (Crescent City, Calif., to Klamath Falls, Oreg.).* From the Crescent City, Calif., omnirange station to the Medford, Oreg., omnirange station. From the point of intersection of the Medford, Oreg., omnirange 176° True and the Klamath Falls, Oreg., omnirange 273° True radials; to the Klamath Falls, Oreg., omnirange station.

§ 600.6123 *VOR civil airway No. 123 (Washington, D. C., to Westfield, Mass.).* From the Washington, D. C., terminal omnirange station via the Baltimore, Md., LF radio range station; point of intersection of the Baltimore LF radio range north course, the West Chester, Pa., omnirange 231° and the Westminster, Md., omnirange 107° radials; point of intersection of the West Chester omnirange 231° and the Woodstown, N. J., omnirange 269° radials; Woodstown, N. J., omnirange station; point of intersection of the Woodstown omnirange 045° True and the Coyle, N. J., omnirange 354° True radials; point of intersection of the Idlewild, N. Y., omnirange 236° True radial and the La Guardia Airport, N. Y., ILS localizer south course; La Guardia Airport, N. Y., ILS localizer; Wilton, Conn., omnirange station; point of intersection of the Wilton omnirange direct radial to the Chester, Mass., omnirange station with the Poughkeepsie, N. Y., omnirange 099° radial; Westfield, Mass., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Edgewood Arsenal restricted area (R–82) is excluded during the time of designation of this restricted area. The portion of this airway which overlaps the Washington prohibited area (P–56) is excluded.

§ 600.6125 *VOR civil airway No. 125 (Anthony, Kans., to Hutchinson, Kans.).* From the Anthony, Kans., omnirange station to the Hutchinson, Kans., omnirange station.

§ 600.6126 *VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.).* From the point of intersection of the Naperville, Ill., omnirange 090° True and the Chicago Heights omnirange 342° True radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio omnirange station; Jefferson, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Stonyfork, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Huguenot, N. Y., omnirange station; to the point of intersection of the Huguenot omnirange 114° and the Wilton, Conn., omnirange 240° radials.

§ 600.6127 *VOR civil airway No. 127 (Livingston, Mont., to Helena, Mont.).* From the Livingston, Mont., omnirange station via the intersection of the Livingston omnirange 323° and the Helena, Mont., omnirange 119° radials to the Helena, Mont., omnirange station.

§ 600.6128 *VOR civil airway No. 128 (Chicago, Ill., to Charleston, W. Va.).* From the point of intersection of the Joliet, Ill., omnirange 056° and the Peotone omnirange 003° radials via the Peotone, Ill., omnirange station; intersection of the Peotone omnirange 153° and the Westpoint omnirange 326° radials; Westpoint, Ind., omnirange station; Indianapolis, Ind., omnirange station; intersection of the Indianapolis omnirange 137° True and the Cincinnati omnirange 290° True radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station, including a south alternate via the intersection of the Cincinnati omnirange 120° True with the York omnirange direct radial to the Falmouth, Ky., omnirange station; to the Charleston, W. Va., omnirange station.

§ 600.6129 *VOR civil airway No. 129 (Polo, Ill., to Eau Claire, Wis.).* From the Polo, Ill., omnirange station via the intersection of the Rockford omnirange 276° True and the Lone Rock omnirange 164° True radials; Lone Rock, Wis., omnirange station; Nodine, Minn., omnirange station; to the Eau Claire, Wis., omnirange station.

§ 600.6130 *VOR civil airway No. 130 (Albany, N. Y., to Providence, R. I.).* From the Albany, N. Y., omnirange station via the Hartford, Conn., omnirange station; Norwich, Conn., omnirange station to the point of intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course.

§ 600.6131 *VOR civil airway No. 131 (Tulsa, Okla., to Topeka, Kans.).* From the Tulsa, Okla., omnirange station to the Chanute, Kans., omnirange station. From the Emporia, Kans., omnirange station to the Topeka, Kans., omnirange station.

§ 600.6132 *VOR civil airway No. 132 (Cheyenne, Wyo., to Springfield, Mo.).* From the Cheyenne, Wyo., omnirange station via the Akron, Colo., omnirange station; Goodland, Kans. omnirange station; Hutchinson, Kans., omnirange station; point of intersection of the Wichita, Kans., omnirange direct radial to the intersection of the Hutchinson, Kans., omnirange 062° True and the Topeka, Kans., omnirange 236° True radials with the Hutchinson, Kans., omnirange direct radial to the Emporia, Kans., omnirange station; Chanute, Kans., omnirange station; intersection of the Chanute omnirange 100° True and the Springfield omnirange 276° True radials; to the Springfield, Mo., omnirange station, including a south alternate from the Chanute omnirange station to the Springfield omnirange station via the intersection of the Chanute omnirange 117° True and the Springfield omnirange 261° True radials.

§ 600.6133 *VOR civil airway No. 133 (Charlotte, N. C., to Traverse City, Mich.).* From the Charlotte, N. C., omnirange station via the Hickory, N. C., omnirange station; Charleston, W. Va., omnirange station; Zanesville, Ohio, omnirange station; Tiverton, Ohio, omnirange station; Mansfield, Ohio omnirange station; Sandusky, Ohio, omnirange station; intersection of the Waterville, Ohio omnirange 058° and the Salem omnirange 140° radials; Salem, Mich., omnirange station; Flint, Mich., Bishop Airport ILS outer marker; Saginaw, Mich., omnirange station; to the Traverse City, Mich., omnirange station. The portion of this airway which overlaps the Lacarne Restricted Area (R-149) is excluded.

§ 600.6134 *VOR civil airway No. 134 (Evergreen, Ala., to Athens, Ga.).* From the Evergreen, Ala., VOR via the INT of the Evergreen VOR 075° and the Columbus VOR 219° radials; Columbus, Ga., VOR; McDonough, Ga., VORTAC; to the Athens, Ga., VOR.

§ 600.6135 *VOR civil airway No. 135 (Yuma, Ariz., to Tonopah, Nev.).* From the Yuma, Ariz., omnirange station via the Blythe, Calif., omnirange station; Rice, Calif., omnirange station; Needles, Calif., omnirange station; to the Las Vegas, Nev., omnirange station. From the point of intersection of the Tonopah omnirange 193° radial with the Coaldale, Nev., omnirange direct radial to Beatty, Nev., omnirange to the Tonopah, Nev., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tonopah Restricted Area (R-271) is excluded during its time of designation.

§ 600.6136 *VOR civil airway No. 136 (Pulaski, Va., to Raleigh, N. C.).* From the Pulaski, Va., omnirange station via the intersection of the Pulaski omnirange 094° True and the South Boston omnirange 298° True radials; South Boston, Va., omnirange station; to the Raleigh, N. C., omnirange station.

§ 600.6137 *VOR civil airway No. 137 (Thermal, Calif., to Ukiah, Calif.).* From the Thermal, Calif., omnirange station via the Palmdale, Calif., omnirange station; Gorman, Calif., omnirange station; intersection of the Gorman omnirange 288° and the Avenal omnirange 151° radials; Avenal, Calif., omnirange station; to the Panoche, Calif., omnirange station. From the Salinas, Calif., omnirange station via the Agnew, Calif., omnirange station; Oakland, Calif., omnirange station; Point Reyes, Calif., omnirange station; intersection of the Point Reyes omnirange 306° True and the Ukiah omnirange 172° True radials; to the Ukiah, Calif., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tomales Point restricted area (R-519) is excluded during this restricted area's time of designation.

§ 600.6138 *VOR civil airway No. 138 (Rock River, Wyo., to Fort Dodge, Iowa).* From the Rock River, Wyo., omnirange station via the Cheyenne, Wyo., omnirange station, including a north alternate via the intersection of the Rock River omnirange 108° and the Cheyenne omnirange 320° radials; to the Sidney, Nebr., omnirange station, including a south alternate. From the Grand Island, Nebr., omnirange station via the intersection of the Grand Island omnirange 099° and the Lincoln VORTAC 267° radials; Lincoln, Nebr., VORTAC; Neola, Iowa, omnirange station; to the Fort Dodge, Iowa, omnirange station.

§ 600.6139 *VOR civil airway No. 139 (Norwich, Conn., to Boston, Mass.).* From the Norwich, Conn., omnirange station via the intersection of the Norwich omnirange 090° True radial and the Providence, R. I., ILS localizer course at the Wyoming, R. I., fan marker; Providence, R. I., ILS localizer, intersection of the Providence ILS localizer course and the Boston ILS localizer course; to the Boston, Mass., localizer.

§ 600.6140 *VOR civil airway No. 140 (Amarillo, Tex., to New York, N. Y.).* From the Amarillo, Tex., VOR via the Sayre, Okla., VOR, including a north alternate; INT of the Sayre VOR 071° and the Tulsa VOR 260° radials; Tulsa, Okla., VOR; Fayetteville, Ark., VOR, including a north alternate via the INT of the Tulsa VOR 059° and the Fayetteville VOR 284° radials; Flippin, Ark., VOR; Walnut Ridge, Ark., VOR; Dyersburg, Tenn., VOR; Nashville, Tenn, VOR, including a south alternate from the Dyersburg VOR to the Nashville VOR via the INT of the Dyersburg VOR 104° and the Graham VOR 269° radials, the Graham, Tenn., VOR, and the INT of the Graham VOR 069° and the Nashville VOR 254° radials; INT of the Nashville VOR 059° and the London VOR 251° radials, including a north alternate via the point of INT of the Nashville VOR 044° and the Bowling Green, Ky., VOR 101° radials; London, Ky., VOR; Bluefield, W. Va., VOR; Montebello, Va., VOR; Casanova, Va., VOR; the point of INT of the Front Royal, Va., VOR 112° and the Washington TVOR 245° radials; to the Washington, D. C., TVOR. From the point of INT of the Baltimore, Md., RR north course, the West Chester, Pa., VOR 231° and the Westminster, Md., VOR 107° radials; the point of intersection of the West Chester omnirange 231° and the Woodstown omnirange 269° radials; Woodstown, N. J., omnirange station; point of intersection of the Woodstown omnirange 106° True and the Dover, Del., omnirange direct radial to the Coyle, N. J., omnirange station; Coyle N. J., omnirange station; to the Idlewild, N. Y., omnirange station, excluding the portions of this airway between the Coyle, N. J., omnirange station and the point of True and the Colts Neck, N. J., omnirange 073° True radials more than 3 miles either side of the centerline and the portions which overlap the Aberdeen restricted area (R-54).

§ 600.6141 *VOR civil airway No. 141 (Nantucket, Mass., to Massena, N. Y.).* From the Nantucket, Mass., VOR via the INT of the Nantucket VOR 339° and the Boston VOR 133° radials; Boston, Mass., VOR; Concord, N. H., VOR; Lebanon, N. H., VOR; Burlington, Vt., VOR; to the Massena, N. Y., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) is excluded during its time of designation.

§ 600.6142 *VOR civil airway No. 142 (Buffalo, N. Y., to Rochester, N. Y.).* From the Buffalo, N. Y., omnirange station via the intersection of the Buffalo omnirange 034° and the Rochester omnirange 289° radials; to the Rochester, N. Y., omnirange station.

§ 600.6143 *VOR civil airway No. 143 (Charlotte, N. C., to Washington, D. C.).* From the Charlotte, N. C., omnirange station via the Greensboro, N. C., omnirange station, including a west alternate via the intersection of the Charlotte omnirange 005° and the Greensboro omnirange 238° radials; Lynchburg, Va., omnirange station; Montebello, Va., omnirange station. From the Front Royal, Va., omnirange station to the point of intersection of the Martinsburg, W. Va., omnirange direct radial to the Washington, D. C., terminal omnirange station and the Herndon, Va., omnirange direct radial to the Harrisburg, Pa., omnirange station.

§ 600.6144 *VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.).* From the point of intersection of the Joliet, Ill., omnirange 056° True and the Peotone omnirange 003° True radials via the Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C. terminal omnirange station.

§ 600.6145 *VOR civil airway No. 145 (Watertown, N. Y., to the United States-Canadian Border).* From the Watertown, N. Y., omnirange station; to the United States-Canadian Border via the Watertown omnirange 260° True radial.

§ 600.6146 *VOR civil airway No. 146 (Wilkes-Barre, Pa., to Providence, R. I.).* From the Wilkes-Barre-Scranton, Pa., omnirange station via the Huguenot, N. Y., omnirange station; point of intersection of the Wilton, Conn., omnirange 295° and the Poughkeepsie omnirange 236° radials; Poughkeepsie, N. Y., omnirange station; Putnam, Conn., omnirange station; to the Providence, R. I., omnirange station.

§ 600.6147 *VOR civil airway No. 147 (Philadelphia, Pa., to Rochester, N. Y.).*

From the Philadelphia, Pa., International Airport ILS localizer via the Pottstown, Pa., omnirange station; Allentown, Pa., omnirange station, including an east alternate from the Philadelphia International Airport ILS localizer to the Allentown omnirange station via the point of intersection of the Pottstown omnirange 143° True and the Allentown omnirange 173° True radials; intersection of the Allentown omnirange 329° True and the Elmira omnirange 134° True radials; Elmira, N. Y., omnirange station; Geneseo, N. Y., omnirange station; Rochester, N. Y., omnirange station.

§ 600.6148 *VOR civil airway No. 148 (Denver Colo., to Minneapolis, Minn.).* From the Denver, Colo., VOR via the INT of the Denver VOR 183° and the Kiowa, Colo., VOR 268° radials; Kiowa, Colo., VOR; Thurman, Colo., VOR; Imperial, Nebr., VOR; North Platte, Nebr., VOR; O'Neill, Nebr., VOR; Sioux Falls, S. Dak., VOR; Redwood Falls, Minn., VOR; to the Minneapolis, Minn., VOR.

§ 600.6149 *VOR civil airway No. 149 (Allentown, Pa., to Utica, N. Y.).* From the Allentown, Pa., omnirange station via the intersection of the Allentown omnirange 329° True and the Binghamton omnirange 167° True radials; Binghamton, N. Y., omnirange station; to the point of intersection of the Binghamton omnirange 023° True and the southwest course of the Utica, N. Y., radio range.

§ 600.6150 *VOR civil airway No. 150 (San Francisco, Calif., to Reno, Nev.).* From the San Francisco, Calif., terminal omnirange station via the intersection of the San Francisco terminal omnirange 304° True and the Sacramento omnirange 233° True radials; Sacramento, Calif., omnirange station; intersection of the Sacramento 097° True and the Reno 208° True radials; to the Reno, Nev., omnirange station.

§ 600.6151 *VOR civil airway No. 151 (Providence, R. I., to Lebanon, N. H.).* From the Providence, R. I., VOR via the the Gardner, Mass., VOR; point of INT of the Gardner VOR 332° and the Concord, N. H., VOR 231° radials; to the Lebanon, N. H. VOR.

§ 600.6152 *VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate via the intersection of the Tampa omnirange 039° True and the Orlando omnirange 258° True radials and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station, including a north alternate via the intersection of the Orlando omnirange 354° and the Daytona Beach omnirange 219° radials and also a south alternate via the intersection of the Orlando omnirange 049° and the Daytona Beach 161° radials.

§ 600.6153 *VOR civil airway No. 153 (New York, N. Y., to Syracuse, N. Y.).* From the point of INT of the Stillwater VOR direct radial to the Idlewild, N. Y., VOR with the Solberg, N. J., VOR direct radial to the INT of the Wilkes-Barre-Scranton VOR 117° and the Wilton, Conn., VOR 240° radials via the Stillwater, N. J., VOR; Wilkes-Barre-Scranton, Pa., VOR; point of INT of the DeLancey, N. Y., VOR 289° radial with the Binghamton, N. Y., VOR direct radial to the Rockdale, N. Y., VOR; to the Syracuse, N. Y., VOR.

§ 600.6154 *VOR civil airway No. 154 (Meridian, Miss., to Savannah, Ga.).* From the Meridian, Miss., omnirange station via the intersection of the Meridian omnirange 089° True and the Montgomery omnirange 282° True radials; Montgomery, Ala., omnirange station; Columbus, Ga., omnirange station, including a south alternate via the intersection of the Montgomery omnirange 088° radial and the Columbus omnirange direct radial to the Eufaula, Ala., omnirange station; Macon, Ga., omnirange station; to the Savannah, Ga., omnirange station. The portions of this airway which conflict with the Fort Benning restricted area (R129) are excluded.

§ 600.6155 *VOR civil airway No. 155 (Raleigh, N. C., to Washington, D. C.).* From the Raleigh, N. C., VOR via the Lawrenceville, Va., VOR; INT of the Lawrenceville VOR 035° and the Flat Rock VOR 171° radials; Flat Rock, Va., VOR; Gordonsville, Va., VOR; to the Casanova, Va., VOR. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Pickett Restricted Area (R-44) is excluded during its time of designation.

§ 600.6156 *VOR civil airway No. 156 (Elkins, W. Va., to Richmond, Va.).* From the Elkins, W. Va., omnirange station via the Gordonsville, Va., omnirange station; to the Richmond, Va., radio range station.

§ 600.6157 *VOR civil airway No. 157 (Key West, Fla., to Richmond, Va.).* From the Key West, Fla., omnirange station via the Miami, Fla., omnirange station; La Belle, Fla., omnirange station, including a west alternate from the point of intersection of the Miami omnirange 221° and the Fort Myers, Fla., omnirange 134° radials via the point of intersection of the Fort Myers omnirange 134° and the La Belle omnirange 162° radials to the La Belle, Fla., omnirange station; Lakeland, Fla., omnirange station; Gainesville, Fla., omnirange station; to the point of intersection of the Gainesville omnirange 354° True and the Jacksonville, Fla., omnirange 273° True radials. From the Alma, Ga., omnirange station via the Allendale, S. C., omnirange station; intersection of the Allendale omnirange 060° and the Florence omnirange 216° radials; to the Florence, S. C., omnirange station. From the Wilmington, N. C., omnirange station via the Rocky Mount, N. C., omnirange station; Lawrenceville, Va., omnirange station; Richmond, Va., radio range station; to the Brooke, Va., omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Camp Pickett restricted area (R-44) and the Camp A. P. Hill restricted area (R-40) are excluded during the times of designation of these restricted areas. The portion of this airway which lies within the geographic limits of, and between the established altitudes of, the Key West warning area (W-173) is excluded during the time of use of this warning area.

§ 600.6158 *VOR civil airway No. 158 (Waterloo, Iowa, to Polo, Ill.).* From the Waterloo, Iowa, omnirange station via Dubuque, Iowa, omnirange station; to the Polo, Ill., omnirange station.

§ 600.6159 *VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.).* From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 343° and the West Palm Beach omnirange 219° radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; Orlando, Fla., omnirange station, including an east alternate from the Vero Beach omnirange station to the Orlando omnirange station via the intersection of the Vero Beach omnirange 342° and the Orlando omnirange 123° radials and also a west alternate from the West Palm Beach omnirange station to the Orlando omnirange station via the intersection of the West Palm Beach omnirange 312° and the Orlando omnirange 163° radials; point of intersection of the Orlando omnirange 306° and the Lakeland, Fla., omnirange 012° radials; Gainesville, Fla., omnirange station; point of intersection of the Cross City, Fla., omnirange 333° and the Valdosta, Ga., omnirange 233° radials; to the Albany, Ga., omnirange station, including a west alternate from the Orlando omnirange station to the Albany omnirange station via the point of intersection of the Orlando omnirange 306° True with the Lakeland, Fla., omnirange 012° True radials, the Cross City, Fla., omnirange station and the point of intersection of the Tallahassee, Fla., omnirange 091° True with the Cross City, Fla., omnirange 333° True radials.

§ 600.6160 *VOR civil airway No. 160 (Denver, Colo., to Sidney, Nebr.).* From the Denver, Colo., omnirange station to the Sidney, Nebr., omnirange station.

§ 600.6161 *VOR civil airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.).* From the Fort Worth (Amon Carter Field), Tex., ILS localizer via the intersection of the Fort Worth (Amon Carter Field) ILS localizer northwest course and the Ardmore omnirange 192° True radial; Ardmore, Okla., omnirange station; Okmulgee, Okla., omnirange station; Tulsa, Okla., omnirange station; Butler, Mo., omnirange station; Blue Springs, Mo., omnirange station; INT of the Blue Springs VOR 106° and the Lamoni VOR 174° radials; Lamoni, Iowa, omnirange station; Des Moines, Iowa, omnirange station; Newton, Iowa, omnirange station; Waterloo, Iowa, omnirange station, including a west alternate from the Des Moines omnirange to the Waterloo omnirange via the intersection of the Des Moines omnirange 023° and the Waterloo omnirange 241° radials; Rochester, Minn., VOR; INT of the Rochester VOR 346° radial and the Minneapolis-St. Paul International Airport ILS localizer 121° course; Minneapolis-St. Paul, Minn., International Airport

ILS localizer; INT of the Minneapolis-St. Paul International Airport ILS localizer 301° course and the Alexandria VOR 139° radial; to the Alexandria, Minn., VOR. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Lake City Restricted Area (R-307) are excluded during its time of designation.

§ 600.6162 *VOR civil airway No. 162 (Harrisburg, Pa., to Allentown, Pa.).* From the Harrisburg, Pa., omnirange station via the point of intersection of the Harrisburg omnirange 073° True and the Selinsgrove, Pa., omnirange 133° True radials; direct to the Allentown, Pa., omnirange station, including a south alternate from the Harrisburg omnirange station to the Allentown omnirange station via the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown omnirange 228° True radials.

§ 600.6163 *VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.).* That airspace over U. S. territory from the Brownsville, Tex., omnirange station via the intersection of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Tex., omnirange station; intersection of the Alice omnirange 350° True and the San Antonio omnirange 167° True radials; San Antonio, Tex., omnirange station, including a west alternate via the intersection of the Alice omnirange 334° and the San Antonio omnirange 183° radials; intersection of the San Antonio omnirange 002° True and the Lometa omnirange 173° True radials; Lometa, Tex., VOR, including a west alternate from the San Antonio VOR to the Lometa VOR via the INT of the San Antonio VOR 334° and the Llano VOR 180° radials and the Llano, Tex., VOR; Mineral Wells, Tex., omnirange station; Bridgeport, Tex., omnirange station; Ardmore, Okla., omnirange station; intersection of the Ardmore omnirange 342° and the Oklahoma City omnirange 154° radials; to the Oklahoma City, Okla., omnirange station, including a west alternate via the intersection of the Ardmore omnirange 327° and the Oklahoma City omnirange 180° radials and also an east alternate via the point of intersection of the Oklahoma City omnirange 107° and the Tulsa, Okla., omnirange 228° radials. The portions of this airway which conflict with the Corpus Christi restricted area (R-277) are excluded.

§ 600.6164 *VOR civil airway No. 164 (Buffalo, N. Y., to New York, N. Y.).* From the Buffalo, N. Y., omnirange station via the Wellsville, N. Y., omnirange station; Stonyfork, Pa., omnirange station; Williamsport, Pa., omnirange station; point of intersection of the Allentown, Pa., omnirange 329° True and the Wilkes-Barre-Scranton, Pa., omnirange 224° True radials; to the Stroudsburg, Pa., omnirange station, including a south alternate from the Williamsport omnirange station to the Stroudsburg omnirange station via the intersection of the Williamsport omnirange 125° True and the Stroudsburg omnirange 270° True radials.

§ 600.6165 *VOR civil airway No. 165 (Long Beach, Calif., to Bakersfield, Calif.).* From the San Diego-Lindbergh, Calif., terminal omnirange station via the intersection of the San Diego-Lindbergh terminal omnirange 287° and the Oceanside omnirange 177° radials; the Oceanside, Calif., omnirange station; Long Beach, Calif., omnirange station; intersection of the Long Beach 346° and the Palmdale 200° radials; Palmdale, Calif., omnirange station; point of intersection of the Palmdale omnirange direct radial to the point of intersection of the Bakersfield, Calif., omnirange 210° and the Coalinga, Calif., omnirange 153° radials with the Bakersfield omnirange 149° radials; Bakersfield, Calif., omnirange station.

§ 600.6166 *VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N. Y.).* From the Martinsburg, W. Va., omnirange station to the West Chester, Pa., omnirange station. From the point of intersection of the Philadelphia, Pa., International Airport ILS localizer 256° True course and the West Chester, Pa., omnirange 170° True radial via the Philadelphia International Airport ILS localizer to the Colts Neck, N. J., omnirange station.

§ 600.6167 *VOR civil airway No. 167 (New York, N. Y., to Providence, R. I.).* From the point of intersection of the Colts Neck, N. J., omnirange 151° and the Idlewild omnirange 195° radials via the Idlewild, N. Y., omnirange station; Hartford, Conn., omnirange station; intersection of the Hartford omnirange 076° and the Providence omnirange 270° radials; to the Providence, R. I., omnirange station.

§ 600.6168 *VOR civil airway No. 168 (Rock River, Wyo., to O'Neill, Nebr.).* From the Rock River, Wyo., VOR via the Scottsbluff, Nebr., VOR; to the O'Neill, Nebr., VOR.

§ 600.6169 *VOR civil airway No. 169 (Tobe, Colo., to Rapid City, S. Dak.).* From the Tobe, Colo., VOR via the Hugo, Colo., VOR; Thurman, Colo., VOR; to the Akron, Colo., VOR. From the Sidney, Nebr., VOR via the Scottsbluff, Nebr., VOR; Chadron, Nebr., VOR; to the Rapid City, S. Dak., VOR, including an east alternate. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Scenic Restricted Area (R-190) is excluded during its time of designation.

§ 600.6170 *VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.).* From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station; to the Salem, Mich., omnirange station. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Tower City, Pa., omnirange station; to the West Chester, Pa., omnirange station. The portion of this airway which conflicts with the Indiantown Gap restricted area (R-69) is excluded.

§ 600.6171 *VOR civil airway No. 171 (Louisville, Ky., to Alexandria, Minn.).* From the Louisville, Ky., VOR via the Scotland, Ind., VOR; Terre Haute, Ind., VOR; Peotone, Ill., VOR; Joliet, Ill., VOR; Rockford, Ill., VOR; Lone Rock, Wis., VOR; Nodine, Minn., VOR; INT of the Nodine VOR 295° and the Farmington VOR 124° radials; Farmington, Minn., VOR; INT of the Farmington VOR 304° and the Alexandria VOR 139° radials; to the Alexandria, Minn., VOR.

§ 600.6172 *VOR civil airway No. 172 (Denver, Colo., to Chicago, Ill.).* From the Denver, Colo., VOR via the point of INT of the Denver VOR 061° and the Imperial, Nebr., VOR 271° radials; point of INT of the Imperial VOR 271° and the North Platte VOR 246° radials; North Platte, Nebr., VOR; INT of the North Platte VOR 076° and the Grand Island, Nebr., VOR 228° radials; Wolbach, Nebr., VOR; Neola, Iowa, VOR, including a north alternate; Newton, Iowa, VOR, including a north alternate; Cedar Rapids, Iowa, VOR, including a south alternate via the INT of the Newton VOR 099° and the Cedar Rapids VOR 238° radials; Polo, Ill., VOR; to the Chicago, Ill., International (O'Hare) Airport TVOR.

§ 600.6173 *VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.).* From the Springfield, Ill., VOR via the Roberts, Ill., VOR; point of INT of the Roberts VOR 008° radial and the Joliet, Ill., VOR direct radial to the Kedzie RBN; to the Kedzie, Ill., RBN.

§ 600.6174 *VOR civil airway No. 174 (Vichy, Mo., to Washington, D. C.).* From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 069° and the Troy omnirange 246° radials; Troy, Ill., omnirange station; Bible Grove, Ill., omnirange station; Scotland, Ind., omnirange station; Louisville, Ky., omnirange station; Falmouth, Ky., VOR; York, Ky., omnirange station; Henderson, W. Va., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° and the Washington terminal omnirange 245° radials; to the Washington, D. C., terminal omnirange station.

§ 600.6175 *VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.).* From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° True and the Columbia omnirange 209° True radials; to the Columbia, Mo., omnirange station.

§ 600.6176 *VOR civil airway No. 176 (Memphis, Tenn., to Birmingham, Ala.).* From the Memphis, Tenn., VOR via the Holly Springs, Miss., VOR, including a south alternate via the INT of the Memphis VOR 168° and the Holly Springs VOR 294° radials; Birmingham, Ala., VOR, including a north alternate via the INT of the Holly Springs VOR 099° and the Birmingham VOR 313° radials.

§ 600.6177 *VOR civil airway No. 177 (Fort Wayne, Ind., to Janesville, Wis.).* From the Fort Wayne, Ind., VORTAC via the point of intersection of the Chicago Heights omnirange 140° radial with the Peotone omnirange direct radial to the Fort Wayne VORTAC; to the Chicago Heights, Ill., omnirange station. From the Naperville, Ill., omnirange station to the Janesville, Wis., omnirange station.

§ 600.6178 *VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.)*. From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate.

§ 600.6179 *VOR civil airway No. 179 (Paducah, Ky., to Bible Grove, Ill.)*. From the Paducah, Ky., VOR via the Centralia, Ill., VOR; INT of the Centralia VOR 056° and the Bible Grove VOR 219° radials; to the Bible Grove, Ill., VOR.

§ 600.6180 *VOR civil airway No. 180 (Austin, Tex., to Galveston, Tex.)*. From the Austin, Tex., omnirange station via the intersection of the Austin omnirange 134° True and the Eagle Lake omnirange 291° True radials; Eagle Lake, Tex., omnirange station; to the Galveston, Tex., omnirange station.

§ 600.6181 *VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S. Dak.)*. From the Sioux Falls, S. Dak., omnirange station to the Watertown, S. Dak., omnirange station.

§ 600.6182 *VOR civil airway No. 182 (Portland, Oreg., to Chadron, Nebr.)*. From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station, including a north alternate; to the Baker, Oreg., omnirange station. From the Douglas, Wyo., omnirange station to the Chadron, Nebr., omnirange station.

§ 600.6183 *VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.)*. From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station.

§ 600.6184 *VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.)*. From the Erie, Pa., omnirange station via the point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; to the Philipsburg, Pa., omnirange station.

§ 600.6185 *VOR civil airway No. 185 (Savannah, Ga., to Knoxville, Tenn.)*. From the Savannah, Ga., omnirange station via the intersection of the Savannah omnirange 321° and the Augusta omnirange 157° radials; and by changing the last sentence to read: "The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Camp Gordon Restricted Area (R-124) is excluded during this restricted area's time of designation." Augusta, Ga., omnirange station; Spartanburg, S. C., omnirange station; Asheville, N. C., omnirange station, including a west alternate from the Augusta omnirange station to the Asheville omnirange station via the intersection of the Augusta omnirange 345° True radials and the Greenville ILS localizer south course, the Greenville, S. C., ILS localizer, and the intersection of the Greenville ILS localizer north course and the Asheville omnirange 189° True radial; intersection of the Asheville omnirange 300° True and the Knoxville omnirange 069° True radials; to the Knoxville, Tenn., omnirange station, including an east alternate from the Asheville omnirange station to the Knoxville omnirange station via the intersection of the Asheville omnirange 329° True and the Knoxville omnirange 069° True radials. The portion of this airway below 5,500 feet above mean sea level which overlaps the Camp Gordon Restricted Area (R-124) is excluded.

§ 600.6186 *VOR civil airway No. 186 (St. Louis, Mo., to Vandalia, Ill.)*. From the St. Louis, Mo., omnirange station via the intersection of the St. Louis omnirange 032° True and the Vandalia omnirange 273° True radials; to the Vandalia omnirange station.

§ 600.6187 *VOR civil airway No. 187 (Albuquerque, N. Mex., to Billings, Mont.)*. From the Albuquerque, N. Mex., omnirange station to the Farmington, N. Mex., omnirange station. From the Grand Junction, Colo., omnirange station to the Rock Springs, Wyo., omnirange station. From the Boysen Reservoir, Wyo., VORTAC to the Billings, Mont., omnirange station.

§ 600.6188 *VOR civil airway No. 188 (Detroit, Mich., to New York, N. Y.)*. That airspace over the United States territory from the Carleton, Mich., VOR via the Jefferson, Ohio, VOR; point of INT of the Bradford, Pa., VOR 260° and the Fitzgerald VOR 304° radials; Fitzgerald, Pa., VOR; Williamsport, Pa., VOR; point of INT of the Allentown, Pa., VOR 329° and the Wilkes-Barre-Scranton, Pa., VOR 224° radials; to the Stroudsburg, Pa., VOR.

§ 600.6189 *VOR civil airway No. 189 (Rocky Mount, N. C., to Franklin, Va.)*. From the Rocky Mount, N. C., VOR to the point of INT of the Rocky Mount VOR 043° and the Lawrenceville, Va., VOR 094° radials.

§ 600.6190 *VOR civil airway No. 190 (Phoenix, Ariz., to Evansville, Ind.)*. From the Phoenix, Ariz., omnirange station via the St. Johns, Ariz., omnirange station; Grants, N. Mex., omnirange; intersection of the Grants omnirange 067° and the Santa Fe omnirange 253° radials; Santa Fe, N. Mex., omnirange station; Las Vegas, N. Mex., omnirange station; Dalhart, Tex., omnirange station; Gage, Okla., omnirange station; intersection of the Gage omnirange 059° and the Ponca City omnirange 280° radials; Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° and the Springfield omnirange 261° radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; to the Evansville, Ind., omnirange station.

§ 600.6191 *VOR civil airway No. 191 (Memphis, Tenn., to Milwaukee, Wis.)*. From the Memphis, Tenn., VOR via the Walnut Ridge, Ark., VOR; Farmington, Mo., VOR; INT of the Farmington VOR 351° and the Troy VOR 215° radials; Troy, Ill., VOR; Roberts, Ill., VOR; point of INT of the Roberts VOR 008° and the Joliet, Ill., VOR direct radial to the Kedzie, Ill., RBN. From the Chicago, Ill., O'Hare International Airport TVOR via the point of INT of the Chicago Heights VOR 358° and the Milwaukee VOR 135° radials; to the Milwaukee, Wis., VOR.

§ 600.6192 *VOR civil airway No. 192 (Zuni, N. Mex., to Tucumcari, N. Mex.)*. From the Zuni, N. Mex., omnirange station via the La Joya, N. Mex., omnirange station; Corona, N. Mex., omnirange station to the Tucumcari, N. Mex., omnirange station.

§ 600.6193 *VOR civil airway No. 193 (Keeler, Mich., to Sault Ste. Marie, Mich.)*. From the Keeler, Mich., omnirange station via the Pullman, Mich., omnirange station; Grand Rapids, Mich., Kent County Airport, ILS outer marker; White Cloud, Mich., omnirange station; Traverse City, Mich., omnirange station; Pellston, Mich., non-directional radio beacon; to the Sault Ste. Marie, Mich., omnirange station.

§ 600.6194 *VOR civil airway No. 194 (Lafayette, La., to Norfolk, Va.)*. From the Lafayette, La., omnirange station via the Baton Rouge, La., omnirange station; McComb, Miss., omnirange station; to the Meridian, Miss., omnirange station. From the point of intersection of the Royston omnirange 270° True and the Norcross, Ga., omnirange 054° True radials via the Royston, Ga., omnirange station; point of intersection of the Royston omnirange 074° True and the Spartansburg, S. C., omnirange 143° True radials; Charlotte, N. C., omnirange station; Raleigh, N. C., omnirange station; Rocky Mount, N. C., omnirange station, including a south alternate via the intersection of the Raleigh omnirange 121° and the Rocky Mount omnirange 237° radials; Cofield, N. C., VOR; to the Norfolk, Va., VOR.

§ 600.6195 *VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.)*. From the Oakland, Calif., omnirange station via the Sacramento, Calif., omnirange station; Williams, Calif., omnirange station, including a west alternate from the Oakland omnirange station to the Williams omnirange station via the point of intersection of the Sacramento omnirange 218° True and the Williams omnirange 167° True radials; Red Bluff, Calif., omnirange station to the Fortuna, Calif., omnirange station.

§ 600.6196 *VOR civil airway No. 196 (Tupper Lake, N. Y., to Plattsburgh, N. Y.)*. From the point of intersection of the Plattsburgh, N. Y., omnirange station 236° with the Massena, N. Y., omnirange direct radial to the Albany, N. Y., omnirange station to the Plattsburgh, N. Y., omnirange station.

§ 600.6197 *VOR civil airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.)*. From the Las Vegas, N. Mex., omnirange station to the Pueblo, Colo., omnirange station.

§ 600.6198 *VOR civil airway No. 198 (San Simon, Ariz., to Houston, Tex.)*. From the San Simon, Ariz., VOR via the point of INT of the San Simon VOR 124° radial with the Cochise, Ariz., VOR direct radial to the Columbus, N. Mex., VOR; Columbus, N. Mex., VOR; El Paso, Tex., VOR; INT of the El Paso VOR 132° and the Hudspeth VOR 272° radials; Hudspeth, Tex., VOR; INT of the Hudspeth VOR 117° and the Fort Stockton VOR 274° radials; Fort Stockton, Tex., VOR; Rock Springs, Tex., VOR; point of INT of the Rock Springs VOR 090° with the San Antonio VOR direct radial to the Junction, Tex., VOR; San Antonio, Tex., VOR; Eagle Lake, Tex., VOR; INT of the Eagle Lake VOR 091° and the Houston VOR 271° radials; to the Houston, Tex., VOR.

§ 600.6199 *VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.).* From the San Francisco, Calif., terminal omnirange station via the intersection of the San Francisco terminal omnirange 304° and the Ukiah omnirange 172° radials; to the Ukiah, Calif., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tomales Point restricted area (R-519) is excluded during the time of designation of this restricted area.

§ 600.6200 *VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.).* From the Ukiah, Calif., omnirange station via the Williams, Calif., omnirange station; intersection of the Williams omnirange 061° True and the Reno omnirange 268° True radials; to the Reno, Nev., omnirange station. From the Provo, Utah, omnirange station via the Myton, Utah, omnirange station; Meeker, Colo., VORTAC; to the Kremmling, Colo., omnirange station.

§ 600.6201 *VOR civil airway No. 201 (Los Angeles, Calif., to Pasadena, Calif.).* From the point of intersection of the Los Angeles omnirange 207° True and the Long Beach, Calif., omnirange 250° True radials via the Los Angeles, Calif., omnirange station; thence via the direct radial of the Los Angeles omnirange to the point of its intersection with the Long Beach omnirange 346° True and the Palmdale, Calif., omnirange 200° True radials.

§ 600.6202 *VOR civil airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.).* From the Tucson, Ariz., radio range station via the point of intersection of a straight line bearing 157° True from the Tucson radio range station with the Cochise omnirange 257° True radial; Cochise, Ariz., omnirange station; San Simon, Ariz., omnirange station; to the Truth or Consequences, N. Mex., omnirange station.

§ 600.6203 *VOR civil airway No. 203 (Norwich, Conn., to Massena, N. Y.).* From the Norwich, Conn., omnirange station via the Chester, Mass., omnirange station; point of intersection of the Poughkeepsie, N. Y., omnirange 007° True and the Albany omnirange 140° True radials; Albany, N. Y., omnirange station; to the Massena, N. Y., omnirange station.

§ 600.6204 *VOR civil airway No. 204 (Hoquiam, Wash., to Olympia, Wash.).* From the Hoquiam, Wash., omnirange station to the Olympia, Wash., omnirange station, excluding the airspace above 14,500 feet above mean sea level.

§ 600.6205 *VOR civil airway No. 205 (Springfield, Mo., to Sioux City, Iowa).* From the Springfield, Mo., omnirange station via the Blue Springs, Mo., omnirange station, including a west alternate via the intersection of the Springfield omnirange 316° and the Blue Springs omnirange 178° radials; Kansas City, Mo., omnirange station; St. Joseph, Mo., omnirange station; intersection of the St. Joseph omnirange 343° and the Neola omnirange 157° radials; intersection of the Neola omnirange 157° and the Omaha omnirange 124° radials; Omaha, Nebr., omnirange station; to the Sioux City, Iowa, omnirange station, including a west alternate via the intersection of the Omaha omnirange 320° and the Sioux City omnirange 175° radials. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Lake City restricted area (R-307) is excluded during its time of designation.

§ 600.6206 *VOR civil airway No. 206 (Blue Springs, Mo., to Kirksville, Mo.).* From the Blue Springs, Mo., omnirange station via the intersection of the Blue Springs omnirange 056° True and the Kirksville omnirange 225° True radials; to the Kirksville, Mo., omnirange station. The portion of this airway which overlaps the Lake City Restricted Area (R-307) is excluded.

§ 600.6207 *VOR civil airway No. 207 (Denver, Colo., to Egbert, Wyo.).* From the Denver, Colo., omnirange station to the point of intersection of the Denver omnirange 016° True and the Cheyenne omnirange 098° True radials.

§ 600.6208 *VOR civil airway No. 208 (Los Angeles, Calif., to Peach Springs, Ariz.).* From the Los Angeles, Calif., VOR via the INT of the Los Angeles VOR 185° and the Oceanside VOR 280° radials; Oceanside, Calif., VOR; point of INT of the Oceanside 101° and the San Diego, Calif., 046° radials; Thermal, Calif., VOR; Needles, Calif., VOR; to the Peach Springs, Ariz., VOR.

§ 600.6209 *VOR civil airway No. 209 (Mobile, Ala., to Tuscaloosa, Ala.).* From the Mobile, Ala., omnirange station via the intersection of the Mobile 005° and the Meridian, Miss., omnirange 089° radials; to the Tuscaloosa, Ala., omnirange station.

§ 600.6210 *VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.).* From the Los Angeles, Calif., omnirange station via the point of intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials; point of intersection of the Daggett omnirange 235° and the Hector omnirange 265° radials; Hector, Calif., omnirange station; Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., omnirange station, including a south alternate via the intersection of the Farmington omnirange 090° and the Alamosa omnirange 232° radials; to the Pueblo, Colo., VORTAC, including a south alternate via the intersection of the Alamosa omnirange 075° and the Pueblo VORTAC 203° radials. From the Kansas City, Mo., omnirange station via the Marshall, Mo., VORTAC; Columbia, Mo., omnirange station, including a north alternate via the intersection of the Kansas City omnirange 076° and the Columbia omnirange 292° radials; St. Louis., Mo., omnirange station, including a north alternate; Vandalia, Ill., omnirange station; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° and the Indianapolis omnirange 230° radials; point of intersection of the Indianapolis 069° and the Fort Wayne, Ind., omnirange 187° radials; Sidney, Ohio, omnirange station; Tiverton, Ohio, omnirange station; intersection of the Tiverton omnirange 096° and the Wheeling omnirange 282° radials; to the Wheeling, W. Va., omnirange station.

§ 600.6211 *VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.).* From the Fort Stockton, Tex., omnirange station via the point of intersection of the Rock Springs omnirange 308° True radial with the Fort Stockton omnirange direct radial to the Junction, Tex., omnirange station; Rock Springs, Tex., omnirange station; point of intersection of the Rock Springs omnirange 133° True radial with the Cotulla omnirange direct radial to the Junction, Tex., omnirange station; to the Cotulla, Tex., omnirange station.

§ 600.6212 *VOR civil airway No. 212 (Ukiah, Calif., to Reno, Nev.).* From the Ukiah, Calif., omnirange station via the intersection of the Ukiah omnirange 172° True and the Williams omnirange 241° True radials; Williams, Calif., omnirange station; point of intersection of the Williams omnirange 104° True and the Sacramento, Calif., omnirange 055° True radials; point of intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; to the Reno, Nev., omnirange station.

§ 600.6213 *VOR civil airway No. 213 (Myrtle Beach, S. C., to Tappahannock, Va.).* From the Myrtle Beach, S. C., omnirange station via the Rocky Mount, N. C., omnirange station; Hopewell, Va., omnirange station; to the point of intersection of the Hopewell omnirange 019° radial with the Brooke, Va., omnirange direct radial to the Cape Charles, Va., omnirange station.

§ 600.6214 *VOR civil airway No. 214 (Columbus, Ohio, to Pittsburgh, Pa.).* From the Columbus, Ohio, Port Columbus Airport ILS localizer via the Zanesville, Ohio, VOR; INT of the Zanesville VOR 088° and the Pittsburgh VOR 244° radials; to the Pittsburgh, Pa., VOR.

§ 600.6215 *VOR civil airway No. 215 (Muskegon, Mich., to White Cloud, Mich.).* From the Muskegon, Mich., omnirange station to the White Cloud, Mich., omnirange station.

§ 600.6216 *VOR civil airway No. 216 (Lamar, Colo., to Saginaw, Mich.).* From the Lamar, Colo., VOR via the Hill City, Kans., VOR; Mankato, Kans., VOR; Pawnee City, Nebr., VOR; Lamoni, Iowa, VOR; Ottumwa, Iowa, VOR; to the Iowa City, Iowa, VOR. From the Janesville, Wis., VOR via the INT of the

Janesville VOR 076° and the Muskegon VORTAC 254° radials; Muskegon, Mich., VORTAC; to the Saginaw, Mich., VOR.

§ 600.6217 *VOR civil airway No. 217 (Chicago, Ill., to Green Bay, Wis.).* From the Chicago, Ill., International (O'Hare) Airport terminal omnirange station via the point of intersection of the Chicago Heights, Ill., omnirange 358° True and the Milwaukee omnirange 135° True radials; point of intersection of the Milwaukee omnirange 135° True radial and the Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, Wis. (General Mitchell Field) ILS localizer; intersection of the Milwaukee (General Mitchell Field) ILS localizer back course and the Green Bay omnirange 165° True radial; to the Green Bay, Wis., omnirange station.

§ 600.6218 *VOR civil airway No. 218 (Chicago, Ill., to Flint, Mich.).* From the point of INT of the Rockford, Ill., VOR 136° and the Naperville, Ill., VOR 290° radials via the Naperville, Ill., VOR; Keeler, Mich., VOR; Lansing, Mich., VOR to the point of INT of the Lansing VOR 068° and the Salem, Mich., VOR 342° radials.

§ 600.6219 *VOR civil airway No. 219 (Ogden, Utah, to Malad City, Idaho.).* From the Ogden, Utah, Omnirange station via the point of intersection of the Ogden omnirange 316° True and the Malad City omnirange 200° True radials; to the Malad City, Idaho, omnirange station.

§ 600.6220 *VOR civil airway No. 220 (Kremmling, Colo., to Wolbach, Nebr.).* From the Kremmling, Colo., omnirange station via the point of intersection of the Kremmling omnirange 081° and the Denver, Colo., omnirange 334° radials; Akron, Colo., omnirange station; Imperial, Nebr., omnirange station; intersection of the Imperial omnirange 078° and the Wolbach omnirange 242° radials; to the Wolbach, Nebr., omnirange station.

§ 600.6221 *VOR civil airway No. 221 (Fort Wayne, Ind., to Erie, Pa.).* That airspace over United States territory from the Fort Wayne, Ind., omnirange station via the Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 050° True and the Salem omnirange 257° True radials; Salem, Mich., omnirange station; intersection of the Salem omnirange 079° True and the Erie omnirange 294° True radials; to the Erie, Pa., omnirange station.

§ 600.6222 *VOR civil airway No. 222 (El Paso, Tex., to Gordonsville, Va.).* From the El Paso, Tex., omnirange station via the Salt Flat, Tex., omnirange station; Culbertson, Tex., omnirange station; Fort Stockton, Tex., omnirange station; Junction, Tex., omnirange station; point of intersection of the San Antonio omnirange 324° and the Lometa, Tex., omnirange 192° radials; San Antonio, Tex., omnirange station; point of intersection of the Austin, Tex., omnirange 109° and the College Station, Tex., omnirange 202° radials; Houston, Tex., omnirange station; Beaumont, Tex., omnirange station; Lake Charles, La., omnirange station; intersection of the Lake Charles omnirange 058° and the McComb omnirange 251° radials; to the McComb, Miss., omnirange station. From the Norcross, Ga., omnirange station via the intersection of the Norcross omnirange 014° and the Royston, Ga., omnirange 270° radials; Asheville, N. C., omnirange station; Hickory, N. C., omnirange station; Lynchburg, Va., omnirange station; Gordonsville, Va., omnirange station.

§ 600.6223 *VOR civil airway No. 223 (Herndon, Va., to Harrisburg, Pa.).* From the Herndon, Va., omnirange station to the Harrisburg, Pa., omnirange station.

§ 600.6224 *VOR civil airway No. 224 (Detroit, Mich., to United States-Canadian Border).* That airspace over United States territory from the Carleton, Mich., omnirange station to the point of intersection of the Carleton omnirange 076° True and the Erie, Pa., omnirange 280° True radials.

§ 600.6225 *VOR civil airway No. 225 (Key West, Fla., to Vero Beach, Fla.).* From the Key West, Fla., omnirange station via the Fort Myers, Fla., omnirange station; La Belle, Fla., omnirange station; to the Vero Beach, Fla., omnirange station. The portions of this airway above 20,000 feet above mean sea level, which overlap the Key West Warning Area (W-173), are excluded.

§ 600.6226 *VOR civil airway No. 226 (Williamsport, Pa., to New York, N. Y.).* From the Williamsport, Pa., omnirange station via the point of intersection of the Williamsport omnirange 088° True and the Wilkes-Barre-Scranton, Pa., omnirange 238° True radials; Stillwater, N. J., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

§ 600.6227 *VOR civil airway No. 227 (Louisville, Ky., to Peotone, Ill.).* From the Louisville, Ky., omnirange station via the intersection of the Louisville omnirange 310° and the Indianapolis omnirange 185° radials; Indianapolis, Ind., omnirange station; point of intersection of the Indianapolis omnirange direct radial to the Westpoint, Ind., omnirange station with the Lafayette omnirange 159° radial; Lafayette, Ind., omnirange station; intersection of the Lafayette 313° and the Peotone omnirange 153° radials; to the Peotone, Ill., omnirange station.

§ 600.6228 *VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.).* From the Northbrook, Ill., omnirange station to the South Bend, Ind., omnirange station, including a north alternate via the intersection of the Northbrook omnirange 093° and the South Bend omnirange 308° radials.

§ 600.6229 *VOR civil airway No. 229 (Wilmington, N. C., to Cofield, N. C.).* From the Wilmington, N. C., omnirange station via the New Bern, N. C., omnirange station; to the Cofield, N. C., omnirange station. The portion of this airway above 5,500 feet above mean sea level within 60 miles of a point at latitude 34°54'30" north, longitude 76°53'00" west, is excluded daily from sunset to sunrise.

§ 600.6230 *VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.).* From the Salinas, Calif., omnirange station via the Panoche, Calif., omnirange station; to the Fresno, Calif., omnirange station.

§ 600.6231 *VOR civil airway No. 231 (Missoula, Mont., to Ronan, Mont.).* From the Missoula, Mont., omnirange station to the point of intersection of the Missoula omnirange 354° True and the Mullan Pass, Mont., omnirange 089° True radials.

§ 600.6232 *VOR civil airway No. 232 (Cleveland, Ohio, to Stroudsburg, Pa.).* From the point of intersection of the Cleveland, Ohio, omnirange direct radial to the Jefferson, Ohio, omnirange station with the Chadron omnirange 280° radial via the Chadron, Ohio, omnirange station; Fitzgerald, Pa., omnirange station; Milton, Pa., omnirange station; to the Stroudsburg, Pa., omnirange station.

§ 600.6233 *VOR civil airway No. 233 (Springfield, Ill., to Cedar Rapids, Iowa).* From the Springfield, Ill., omnirange station via the Peoria, Ill., omnirange station; Bradford, Ill., omnirange station; Cordova, Ill., omnirange station; to the Cedar Rapids, Iowa, omnirange station.

§ 600.6234 *VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.).* From the Anton Chico, N. Mex., omnirange station via the intersection of the Anton Chico omnirange 067° True and the Dalhart omnirange 243° True radials; to the Dalhart, Tex., omnirange station.

§ 600.6235 *VOR civil airway No. 235 (Provo, Utah, to Fort Bridger, Wyo.).* From the Provo, Utah, omnirange station to the Fort Bridger, Wyo., omnirange station.

§ 600.6236 *VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah).* From the Bonneville, Utah, omnirange station via the intersection of the Bonneville omnirange 084° True and the Ogden omnirange 235° True radials; to the Ogden, Utah, omnirange station.

§ 600.6237 *VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.).* From the Needles, Calif., omnirange station to the Mormon Mesa, Nev., omnirange station.

§ 600.6238 *VOR civil airway No. 238 (Philipsburg, Pa., to Atlantic City, N. J.).* From the Philipsburg, Pa., omnirange station via the point of intersection of the Philipsburg omnirange direct radial to the Selinsgrove, Pa., omnirange station with the Williamsport, Pa., omnirange 227° True radial; Tower City, Pa., omnirange station; West Chester, Pa., omnirange station; point of intersection of the West Chester omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course; Woodstown, N. J., omnirange station; to the point of intersection of the Woodstown omnirange 106° True and the Coyle, N. J., omnirange 203° True radials. The portion of this airway which conflicts with the Indiantown Gap restricted area (R-69) is excluded.

§ 600.6239 *VOR civil airway No. 239 (Wildwood, N. J., to Newark, N. J.).* From the point of intersection of the Coyle, N. J., omnirange 203° True and the Woodstown omnirange 154° True radials via the Woodstown, N. J., omnirange station; to the point of intersection of the West Chester, Pa., omnirange 120° True radial and the Philadelphia, Pa., International Airport ILS localizer 256° True course. From the Philadelphia, Pa., International Airport ILS localizer via the Yardley, Pa., omnirange station; to the Newark, N. J., Airport ILS outer marker.

§ 600.6240 *VOR civil airway No. 240 (New Orleans, La., to Mobile, Ala.).* From the New Orleans, La., omnirange station via the intersection of the New Orleans omnirange 100° and the Mobile omnirange 224° radials to the Mobile, Ala., omnirange station.

§ 600.6241 *VOR civil airway No. 241 (Crestview, Fla., to Atlanta, Ga.).* From the Crestview, Fla., omnirange station via the intersection of the Crestview omnirange 076° and the Dothan terminal omnirange 240° radials; Dothan, Ala., terminal omnirange station; Eufaula, Ala., omnirange station; Columbus, Ga., omnirange station; intersection of the Columbus omnirange 018° and the Atlanta omnirange 233° radials; to the Atlanta, Ga., omnirange station. The portion of this airway above 19,000 feet above mean sea level which lies beneath and also the portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Tyndall, AFB restricted area (R-336) are excluded during this restricted area's time of designation.

§ 600.6242 *VOR civil airway No. 242 (Mobile, Ala., to Brookley AFB, Ala.).* From the Mobile, Ala., omnirange station to the Brookley AFB, Ala., terminal omnirange station.

§ 600.6243 *VOR civil airway No. 243 (Chattanooga, Tenn., to Scotland, Ind.).* From the Chattanooga, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; to the Scotland, Ind., omnirange.

§ 600.6244 *VOR civil airway No. 244 (Oakland, Calif., to Hanksville, Utah).* From the Oakland, Calif., omnirange station via the intersection of the Oakland omnirange 078° and the Modesto omnirange 312° radials; Modesto, Calif., omnirange station; Coaldale, Nev., omnirange station; Tonopah, Nev., omnirange station; Milford, Utah, omnirange station; to the Hanksville, Utah, omnirange station.

§ 600.6245 *VOR civil airway No. 245 (Goffs, Calif., to Las Vegas, Nev.).* From the Goffs, Calif., VOR via the INT of the Goffs VOR 030° and the Las Vegas VOR 157° radials; to the Las Vegas, Nev., VOR.

§ 600.6246 *VOR civil airway No. 246 (Dayton, Ohio, to Mansfield, Ohio).* From the Dayton, Ohio, omnirange station to the Mansfield, Ohio, omnirange station.

§ 600.6247 *VOR civil airway No. 247 (Scottsbluff, Nebr., to Crazy Woman, Wyo.).* From the Scottsbluff, Nebr., VOR via the Douglas, Wyo., VOR; to the Crazy Woman, Wyo., VOR.

§ 600.6248 *VOR civil airway No. 248 (Paso Robles, Calif., to Bakersfield, Calif.).* From the Paso Robles, Calif., omnirange station via the Avenal, Calif., omnirange station; to the Bakersfield, Calif., omnirange station.

§ 600.6249 *VOR civil airway No. 249 (Caldwell, N. J., to Utica, N. Y.).* From the point of INT of the Stillwater direct radial to the Idlewild, N. Y., VOR with the Solberg, N. J., VOR direct radial to the INT of the Wilkes-Barre-Scranton, Pa., VOR 117° and the Wilton, Conn., VOR 240° radials via the Huguenot, N. Y., VOR; DeLancey, N. Y., VOR; Rockdale, N. Y., VOR; to the Utica, N. Y., RBN.

§ 600.6250 *VOR civil airway No. 250 (Imperial, Pa., to Clarion, Pa.).* From the Imperial, Pa., omnirange station via the Ellwood City, Pa., omnirange station to the Clarion, Pa., omnirange station.

§ 600.6251 *VOR civil airway No. 251 (Washington, D. C., to New York, N. Y.).* From the Riverdale, Md., RBN via the Westminster, Md., VOR; Pottstown, Pa., VOR; to the point of INT of the Pottstown VOR 044° and the Allentown, Pa., VOR 105° radials.

§ 600.6252 *VOR civil airway No. 252 (Buffalo, N. Y., to New York, N. Y.).* From the Buffalo, N. Y., omnirange station via the Geneseo, N. Y., omnirange station; Watkins Glen, N. Y., omnirange station; Binghamton, N. Y., omnirange station; point of intersection of the Binghamton omnirange 130° radial with the Wilkes-Barre-Scranton, Pa., omnirange direct radial to the point of intersection of the De Lancey, N. Y., omnirange 289° radial with the Binghamton, N. Y., omnirange direct radial to the Rockdale, N. Y., omnirange station; Huguenot, N. Y., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., 117° and the Wilton, Conn., omnirange 240° radials.

§ 600.6253 *VOR civil airway No. 253 (Provo, Utah, to Boise, Idaho).* From the Provo, Utah, omnirange station to the point of intersection of the Provo omnirange 315° True and the Salt Lake City, Utah, omnirange 265° True radials. From the Bonneville, Utah, omnirange station via the Lucin, Utah, omnirange station; Twin Falls, Idaho, omnirange station; to the Boise, Idaho, omnirange station.

§ 600.6254 *VOR civil airway No. 254 (Reinholds, Pa., to Columbus, N. J.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the point of intersection of the Pottstown omnirange 104° True and the Colts Neck, N. J., omnirange 242° True radials.

§ 600.6255 *VOR civil airway No. 255 (Burlington, Iowa, to Janesville, Wis.).* From the Burlington, Iowa, omnirange station via the intersection of the Burlington omnirange 034° True and the Cordova omnirange 199° True radials; Cordova, Ill., omnirange station; Rockford, Ill., omnirange station; to the Janesville, Wis., omnirange station.

§ 600.6256 *VOR civil airway No. 256 (Reinholds, Pa., to Yardley, Pa.).* From the point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials via the Pottstown, Pa., omnirange station; to the Yardley, Pa., omnirange station.

§ 600.6257 *VOR civil airway No. 257 (Drake, Ariz., to Delta, Utah).* From the Drake, Ariz., VOR via the Bryce Canyon, Utah, VOR; to the Delta, Utah, VOR, including a west alternate via the Milford, Utah, VOR.

§ 600.6258 *VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.).* From the Charleston, W. Va., omnirange station via the Beckley, W. Va., omnirange station; Roanoke, Va., terminal omnirange station; to the point of intersection of the Greensboro, N. C., omnirange direct radial to the Montebello, Va., omnirange station with the South Boston, Va., omnirange 298° radial.

§ 600.6259 *VOR civil airway No. 259 (Charlotte, N. C., to Tri-City, Tenn.).* From the Charlotte, N. C., omnirange station to the Tri-City, Tenn., omnirange station, including an east alternate from the Charlotte omnirange to the Tri-City omnirange station via the Hickory, N. C., omnirange station and the intersection of the Hickory omnirange 298° and the Tri-City omnirange 146° radials.

§ 600.6260 *VOR civil airway No. 260 (Charleston, W. Va., to Richmond, Va.).* From the Charleston, W. Va., omnirange station via the Rainelle, W. Va., omnirange station; Roanoke, Va., terminal omnirange station; Lynchburg, Va., omnirange station; Flat Rock, Va., omnirange station to the Richmond, Va., radio range station.

§ 600.6261 *VOR civil airway No. 261 (Pulaski, Va., to Beckley, W. Va.).* From the Pulaski, Va., omnirange station to the Beckley, W. Va., omnirange station.

§ 600.6262 *VOR civil airway No. 262 (Bradford, Ill., to Chicago, Ill.).* From the Bradford, Ill., VOR via the Joliet, Ill., VOR; to the Kedzie, Ill., RBN.

§ 600.6263 *VOR civil airway No. 263 (Lamar, Colo., to Thurman, Colo.).* From the Lamar, Colo., omnirange station via the Hugo, Colo., omnirange station; to the Thurman, Colo., omnirange station.

§ 600.6264 *VOR civil airway No. 264 (Los Angeles, Calif., to Prescott, Ariz.).* From the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station intersection of the Ontario omnirange 091° and the Rice omnirange 258° radials; Rice, Calif., omnirange station; to the Prescott, Ariz., omnirange station.

§ 600.6265 *VOR civil airway No. 265 (Washington, D. C., to Dunkirk, N. Y.).* From the Riverdale, Md., nondirectional radio beacon via the Westminster, Md., omnirange station; point of intersection of the Westminster omnirange 345° and the Harrisburg omnirange 196° radials;

Harrisburg, Pa., omnirange station; Philipsburg, Pa., omnirange station; Bradford, Pa., omnirange station; Jamestown, N. Y., omnirange station; to the Dunkirk, N. Y., omnirange station.

§ 600.6266 *VOR civil airway No. 266 (Hickory, N. C., to Franklin, Va.).* From the Hickory, N. C., VOR via the South Boston, Va., VOR; Lawrenceville, Va., VOR; to the point of INT of the Lawrenceville VOR 094° and the Rocky Mount, N. C., VOR 043° radials.

§ 600.6267 *VOR civil airway No. 267 (Miami, Fla., to Jacksonville, Fla.).* From the Miami, Fla., omnirange station via the Orlando, Fla., omnirange station; to the Jacksonville, Fla., omnirange station, including an east alternate from the Orlando omnirange station to the Jacksonville omnirange station via the Daytona Beach, Fla., omnirange station and the point of intersection of the Daytona Beach omnirange 308° and the Jacksonville omnirange 174° radials. The portion of this airway which lies within the geographic limits of and between the designated altitudes of, the Jacksonville Restricted Area (R-161A) is excluded during its time of designation.

§ 600.6268 *VOR civil airway No. 268 (Keymar, Md., to Baltimore, Md.).* From the point of intersection of the Martinsburg, W. Va., omnirange 072° True and the Herndon, Va., omnirange 015° True radials via the Westminster, Md., omnirange station; to the Baltimore, Md., omnirange station.

§ 600.6269 *VOR civil airway No. 269 (Wells, Nev., to Dubois, Idaho).* From the Wells, Nev., omnirange station via the Twin Falls, Idaho, omnirange station; Burley, Idaho, omnirange station; Pocatello, Idaho, omnirange station; to the Dubois, Idaho, omnirange station.

§ 600.6270 *VOR civil airway No. 270 (Erie, Pa., to Chester, Mass.).* From the Erie, Pa., omnirange station via the Jamestown, N. Y., omnirange station; Wellsville, N. Y., omnirange station; Elmira, N. Y., omnirange station; Binghamton, N. Y., omnirange station; De Lancey, N. Y., omnirange station; to the Chester, Mass., omnirange station.

§ 600.6271 *VOR civil airway No. 271 (Bonneville, Utah, to Burley, Idaho).* From the Bonneville, Utah, omnirange station via the Lucin, Utah, omnirange station; intersection of the Lucin omnirange 353° True and the Burley omnirange 192° True radials; to the Burley, Idaho, omnirange station.

§ 600.6272 *VOR civil airway No. 272 (Sayre, Okla., to Oklahoma City, Okla.).* From the Sayre, Okla., omnirange station to the Oklahoma City, Okla., omnirange station, including a north alternate and also a south alternate via the intersection of the Sayre omnirange 101° and the Oklahoma City omnirange 242° radials.

§ 600.6273 *VOR civil airway No. 273 (Downsville, N. Y., to Syracuse, N. Y.).* From the DeLancey, N. Y., omnirange station via the point of intersection of the DeLancey omnirange 289° True radial with the Binghamton, N. Y., omnirange direct radial to the Rockdale, N. Y., omnirange station; to the Syracuse, N. Y., omnirange station.

§ 600.6274 *VOR civil airway No. 274 (Grand Rapids, Mich., to Saginaw, Mich.).* From the Grand Rapids, Mich., Kent County Airport ILS outer marker to the Saginaw, Mich., omnirange station.

§ 600.6275 *VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.).* From the Cincinnati, Ohio, VOR via the point of INT of the Cincinnati VOR 006° radial with the Dayton, Ohio, Dayton Airport ILS localizer southwest course; Dayton, Ohio, VOR, including a west alternate from the Cincinnati VOR to the Dayton VOR via the INT of the Cincinnati VOR 336° and the Richmond VOR 190° radials and the Richmond, Ind., VOR; point of INT of the Findlay VOR 212° radial with the Sidney, Ohio, VOR direct radial to the Fort Wayne, Ind., VORTAC; Findlay, Ohio, VOR; Waterville, Ohio, VOR; to the Carleton, Mich., VOR.

§ 600.6276 *VOR civil airway No. 276 (Navarre, Ohio, to Monmouth, N. J.).* From the Navarre, Ohio, omnirange station via the Ellwood City, Pa., omnirange station; the point of intersection of the Ellwood City omnirange 102° and the Fitzgerald, Pa., omnirange 191° radials; Tyrone, Pa., omnirange station; point of intersection of the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station with the Tower City omnirange 279° True radial; Tower City, Pa., omnirange station; Yardley, Pa., omnirange station; to the point of intersection of the Yardley omnirange 098° True radial with the Coyle, N. J., omnirange direct radio to the Idlewild, N. Y., omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R-541) is excluded during its time of designation.

§ 600.6277 *VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.).* From the point of intersection of the Sidney omnirange 109° True radial with the Appleton, Ohio, omnirange direct radial to the Dayton, Ohio, omnirange station via the Sidney, Ohio, omnirange station; Fort Wayne, Ind., omnirange station; to the Keeler, Mich., omnirange station.

§ 600.6278 *VOR civil airway No. 278 (Guthrie, Tex., to Birmingham, Ala.).* From the Guthrie, Tex., VOR to the Bridgeport, Tex., VOR. From the Dallas, Tex., VOR via the INT of the Dallas VOR 057° and the Texarkana VOR 271° radials; Texarkana, Ark., VOR; Greenwood, Miss., VOR; Columbus, Miss., VOR; to the Birmingham, Ala., VOR.

§ 600.6279 *VOR civil airway No. 279 (Columbus, Ohio, to Findlay, Ohio).* From the Columbus, Ohio, radio range station to the Findlay, Ohio, omnirange station.

§ 600.6280 *VOR civil airway No. 280 (El Paso, Tex., to Kansas City, Mo.).* From the El Paso, Tex., omnirange station via the point of intersection of the El Paso omnirange 092° True and the Pinon omnirange 219° True radials; Pinon, N. Mex., omnirange station; Roswell, N. Mex., omnirange station; point of intersection of the Roswell omnirange 063° True and the Lubbock, Tex., omnirange 277° True radials; Texico, N. Mex., omnirange station; intersection of the Texico omnirange 021° True and the Amarillo omnirange 267° True radials; to the Amarillo, Tex., omnirange station. From the Gage, Okla., omnirange station via the Hutchinson, Kans., omnirange station; intersection of the Hutchinson omnirange 062° True and the Topeka omnirange 236° True radials; Topeka, Kans., omnirange station; intersection of the Topeka omnirange 064° True and the Kansas City omnirange 275° True radials; to the Kansas City, Mo., omnirange station. The portion of this airway which overlaps the McGregor Restricted Area (R-211) is excluded.

§ 600.6281 *VOR civil airway No. 281 (Redmond, Oreg., to Spokane, Wash.).* From the Redmond, Oreg., omnirange station via the Pendleton, Oreg., omnirange station; to the Spokane, Wash., omnirange station.

§ 600.6282 *VOR civil airway No. 282 (Brandon, N. Y., to Montreal, Canada).* From the point of INT of the Massena, N. Y., VOR direct radial to the Albany, N. Y., VOR with the Montreal VOR 211° radial to the Montreal, Canada, VOR.

§ 600.6283 *VOR civil airway No. 283 (Redmond, Oreg., to Newberg, Oreg.).* From the Redmond, Oreg., omnirange station to the Newberg, Oreg., omnirange station.

§ 600.6284 *VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.).* From the Fort Stockton, Tex., omnirange station to the San Angelo, Tex., omnirange station.

§ 600.6285 *VOR civil airway No. 285 (Myton, Utah, to Rawlins, Wyo.).* From the Myton, Utah, omnirange station to the Rawlins-Cherokee, Wyo., omnirange station.

§ 600.6286 *VOR civil airway No. 286 (Front Royal, Va., to Cape Charles, Va.).* From the Front Royal, Va., omnirange station via the point of intersection of the Brooke omnirange 306° True radial with the Gordonsville, Va., omnirange direct radial to the Herndon, Va., omnirange station; Brooke, Va., omnirange station; to the Cape Charles, Va., omnirange station. The portions of this airway which overlie the Quantico Restricted Area (R-37), the West Dahlgren Restricted Area (R-38) and the Camp A. P. Hill Restricted Area (R-40) are excluded.

§ 600.6287 *VOR civil airway No. 287 (North Bend, Oreg., to Newberg, Oreg.).* From the North Bend, Oreg., omnirange station to the Newberg, Oreg., omnirange station.

§ 600.6288 *VOR civil airway No. 288 (Lucin, Utah, to Fort Bridger, Wyo.).* From the Lucin, Utah, omnirange station via the point of intersection of the Fort Bridger omnirange 278° True radial with the Ogden, Utah, omnirange direct radial to the Malad City, Idaho, omnirange station; to the Fort Bridger, Wyo., omnirange station.

§ 600.6289 *VOR civil airway No. 289 (Beaumont, Tex., to Texarkana, Ark.).* From the Beaumont, Tex., omnirange station via the intersection of the Beaumont omnirange 334° and the Lufkin omnirange 160° radials; Lufkin, Tex., omnirange station, including an east alternate via the intersection of the Beaumont omnirange 349° and the Lufkin omnirange 145° radials; intersection of the Lufkin omnirange 355° and the Gregg County omnirange 181° radials; Gregg County, Tex., omnirange station; to the Texarkana, Ark., omnirange station.

§ 600.6290 *VOR civil airway No. 290 (Charleston, W. Va., to Montebello, Va.).* From the Charleston, W. Va., omnirange station via the Rainelle, W. Va., omnirange station; to the Montebello, Va., omnirange station.

§ 600.6291 *VOR civil airway No. 291 (Prescott, Ariz., to Tuba City, Ariz.).* From the Prescott, Ariz., VOR via the Drake, Ariz., VOR; INT of the Drake VOR 016° and the Tuba City VOR direct radial to the Peach Springs, Ariz., VOR; to the Tuba City, Ariz., VOR.

§ 600.6292 *VOR civil airway No. 292 (Hartford, Conn., to Boston, Mass.).* From the Hartford, Conn., omnirange station via the Putnam, Conn., omnirange station; to the point of intersection of the Putnam omnirange 043° with the Boston, Mass., omnirange 256° radial.

§ 600.6293 *VOR civil airway No. 293 (West Palm Beach, Fla., to St. Petersburg, Fla.).* From the West Palm Beach, Fla., omnirange station via the intersection of the West Palm Beach omnirange 270° True and the La Belle omnirange 107° True radials; La Belle, Fla., omnirange station; to the St. Petersburg, Fla., omnirange station.

§ 600.6294 *VOR civil airway No. 294 (Des Moines, Iowa, to Cedar Rapids, Iowa).* From the Des Moines, Iowa, omnirange station via the Des Moines omnirange 086° and the Cedar Rapids 238° radials; to the Cedar Rapids, Iowa, omnirange station.

§ 600.6295 *VOR civil airway No. 295 (Miami, Fla., to Cross City, Fla.)* From the Biscayne, Fla., omnirange station via the intersection of the Biscayne omnirange 021° and the Vero Beach omnirange 143° radials; Vero Beach, Fla., omnirange station; intersection of the Vero Beach omnirange 296° and the Orlando omnirange 163° radials; Orlando, Fla., omnirange station; intersection of the Orlando omnirange 284° and the Cross City omnirange 150° radials; to the Cross City, Fla., omnirange station. The airspace which lies within the Miami warning area (W-171) and the Patrick AFB warning areas (W-497A and W-497B) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6296 *VOR civil airway No. 296 (Asheville, N. C., to Charlotte, N. C.).* From the Asheville, N. C., omnirange station to the Charlotte, N. C., omnirange station.

§ 600.6297 *VOR civil airway No. 297 (Mansfield, Ohio, to Carleton, Mich.).* From the Mansfield, Ohio, omnirange station via the Sandusky, Ohio, omnirange; point of intersection of the Waterville, Ohio, omnirange 058° and the Salem, Mich., omnirange 140° radials; intersection of the Carleton omnirange 117° and the Salem omnirange 140° radials; to the Carleton, Mich., omnirange station.

§ 600.6298 *VOR civil airway No. 298 (Dubois, Idaho, to Casper, Wyo.).* From the Dubois, Idaho, omnirange station via the Boysen Reservoir, Wyo., VORTAC; to the Casper, Wyo, omnirange station.

§ 600.6299 *VOR civil airway No. 299 (Los Angeles, Calif., to Bakersfield, Calif.).* From the Los Angeles, Calif., omnirange station via the Gorman, Calif., omnirange station; to the Bakersfield, Calif., omnirange station.

§ 600.6300 *VOR civil airway No. 300 (Sault Ste. Marie, Mich., to Toronto, Ontario).* From the Sault Ste. Marie, Mich., omnirange station via the Wiarton, Ontario, omnirange station, including a north alternate; to the Toronto, Ontario, omnirange station.

HAWAIIAN VOR CIVIL AIRWAYS

§ 600.6401 *Hawaiian VOR civil airway No. 1.* From the Hilo, Hawaii, T. H., omnirange station to the point of intersection of the Hilo omnirange 034° True and the Upolu Point, Hawaii, T. H., omnirange 096° True radials.

§ 600.6402 *Hawaiian VOR civil airway No. 2.* From the Lihue, Kauai, T. H., omnirange station via the point of intersection of the Lihue omnirange 126° True and the Honolulu omnirange 261° True radials; Honolulu, Oahu, T. H., omnirange station, including a south alternate from the Lihue omnirange station to the Honolulu omnirange station via the intersection of the Lihue omnirange 141° True and the Honolulu omnirange 246° True radials; Lanai, T. H., omnirange station, including a south alternate; point of intersection of the Lanai omnirange 111° True and the Upolu Point omnirange 302° True radials; Upolu Point, Hawaii, T. H., omnirange station; point of intersection of the Upolu Point omnirange 096° True and the Hilo omnirange 334° True radials; Hilo, Hawaii, T. H., omnirange station; to the intersection of the Hilo omnirange 089° True radial with a point 33 statute miles east from the Hilo omnirange station. The portions of this airway which overlap the Kahoolawe Restricted Area (R-327) are excluded.

§ 600.6403 *Hawaiian VOR civil airway No. 3.* From the intersection of the Hilo omnirange 173° True radial with a point 36 statute miles south from the Hilo omnirange station via the Hilo, Hawaii, T. H., omnirange station; to the point of intersection of the Hilo omnirange 004° True and the Upolu Point, Hawaii, T. H., omnirange 096° True radials.

§ 600.6404 *Hawaiian VOR civil airway No. 4.* From the point of intersection of the Lihue, Kauai, T. H., omnirange 186° and the Honolulu omnirange 246° radials via the Honolulu, Oahu, T. H., omnirange station; to the point of intersection of the Honolulu omnirange 061° True and the Kahului, Maui, T. H., omnirange 352° True radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles southwest and also northeast from the Honolulu omnirange station, and diverging southwestward and northeastward at angles of 6° relative to the airway's centerline. The portion of this airway which overlaps the Waikane Restricted Area R-496) is excluded.

§ 600.6405 *Hawaiian VOR civil airway No. 5.* From the point of intersection of the Lanai, T. H., omnirange 111° True and the Kahului omnirange 204° True radials to the Kahului, Maui, T. H., omnirange station. The portion of this airway which overlaps the Kahoolawe Restricted Area (R-327) is excluded.

§ 600.6406 *Hawaiian VOR civil airway No. 6.* From the point of intersection of the Molokai, T. H., omnirange 067° True and the Kahului, Maui, T. H., omnirange 331° True radials via the Kahului, Maui, T. H., omnirange station; point of intersection of the Kahului omnirange 080° True and the Hilo omnirange 334° True radials; to the Hilo, Hawaii, T. H., omnirange station. The portion of this airway between the Kahului omnirange station and the point of intersection of the Kahului omnirange 331° True and the Molokai omnirange 067° True radials which lies in proximity to the Mokuhoonike Restricted Area (R-326) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 600.6407 *Hawaiian VOR civil airway No. 7.* From the Lanai, T. H., omnirange station to the Molokai, T. H., omnirange station. The portion of this airway which overlaps the Molokai Restricted Area (R-325) is excluded.

§ 600.6408 *Hawaiian VOR civil airway No. 8.* From the point of intersection of the Honolulu, Oahu, T. H., omnirange 179° True and the Molokai, T. H., omnirange 268° True radials via the Molokai, T. H., omnirange station; to the point of intersection of the Molokai omnirange 067° True and the Upolu Point, Hawaii, T. H., omnirange 012° True radials. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles northeast from the Molokai omnirange station, and diverging northeastward at angles of 6° relative to the centerline of the airway. The portion of this airway which overlaps the West Molokai Restricted Area (R-325) shall be used only after obtaining prior approval from Civil

Aeronautics Administration Air Traffic Control.

§ 600.6409 *Hawaiian VOR civil airway No. 9.* From the point of intersection of the Lanai, T. H., omnirange 224° True and the Honolulu omnirange 179° True radials to the Honolulu, Oahu, T. H., omnirange station. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles south from the Honolulu omnirange station, and diverging southward at angles of 6° relative to the centerline of the airway. The portion of this airway above 21,000 feet, mean sea level, which overlaps Warning Area C (W-321) is excluded.

§ 600.6410 *Hawaiian VOR civil airway No. 10.* From the Upolu Point, Hawaii, T. H., omnirange station to the point of intersection of the Upolu Point omnirange 096° True and the Hilo, Hawaii, T. H., omnirange 034° True radials.

§ 600.6411 *Hawaiian VOR civil airway No. 11.* From the Upolu Point, Hawaii, T. H., omnirange station to the point of intersection of the Upolu Point omnirange 349° True and the Kahului, Maui, T. H., omnirange 080° True radials.

§ 600.6412 *Hawaiian VOR civil airway No. 12.* From the point of intersection of the Lihue, Kauai, T. H., omnirange 189° and the Honolulu omnirange 261° radials to the Honolulu, Oahu, T. H., omnirange station. In addition, this airway shall include the airspace between straight lines starting from a point on each outer boundary of the airway, at a distance of 50 statute miles west and diverging westward at angles of 6° relative to the airway's centerline.

§ 600.6421 *VOR civil airway No. 421 (Truth or Consequences, N. Mex., to Farmington, N. Mex.).* From the Truth or Consequences, N. Mex., omnirange station via the St. Johns, Ariz., omnirange station; Zuni, N. Mex., omnirange station; to the Farmington, N. Mex., omnirange station.

§ 600.6422 *VOR civil airway No. 422 (Chicago, Ill., to Garrett, Ind.).* From the Chicago Heights, Ill., VOR via the INT of the Chicago Heights VOR 117° and the Knox VOR 276° radials; Knox, Ind., VOR; Merriam, Ind., VOR; to the point of INT of the Goshen, Ind., VOR direct radial to the Findlay, Ohio, VOR with the Fort Wayne, Ind., VOR direct radial to the Litchfield, Mich., VOR.

§ 600.6423 *VOR civil airway No. 423 (Delta, Utah, to Malad City, Idaho).* From the Delta, Utah, omnirange station via the intersection of the Delta omnirange 004° and the Malad City omnirange 179° radials; to the Malad City, Idaho, omnirange station. The portions of this airway which lie within the geographic limits of, and between the designated altitudes of, the Tooele restricted area (R-399) and the Deseret restricted area (R-514) are excluded during the designated times of use of these restricted areas.

§ 600.6424 *Vor civil airway No. 424 (Blue Springs, Mo., to Macon, Mo.).* From the Blue Springs, Mo., VOR via the Marshall, Mo., VORTAC; to the Macon, Mo., VOR. The portion of this airway which lies within the geographic limits of and between the designated altitudes of, the Lake City Restricted Area (R-307) is excluded during its time of designation.

§ 600.6425 *VOR civil airway No. 425 (Brookley AFB, Ala., to Axis, Ala.).* From the Brookley AFB, Ala., terminal omnirange station to the point of intersection of the Brookley AFB terminal omnirange 360° radial with the Mobile, Ala., omnirange direct radial to the Evergreen, Ala., omnirange station.

§ 600.6426 *VOR civil airway No. 426 (St. Louis, Mo., to Witt, Ill.).* From the St. Louis, Mo., VOR to the INT of the St. Louis VOR 062° radial with the Troy, Ill., VOR direct radial to the Roberts, Ill., VOR.

§ 600.6427 *VOR civil airway No. 427 (Newcomerstown, Ohio, to Navarre, Ohio).* From the Newcomerstown, Ohio, omnirange station to the Navarre, Ohio, omnirange station.

§ 600.6428 *VOR civil airway No. 428 (Elmira, N. Y., to Munnsville, N. Y.).* From the Elmira, N. Y., VOR via the Ithaca, N. Y., VOR to the point of INT of the Binghamton, N. Y., VOR 023° and the Syracuse, N. Y., VOR 117° radials.

§ 600.6429 *VOR civil airway No. 429 (Roberts, Ill., to Joliet, Ill.).* From the Roberts, Ill., VOR to the Joliet, Ill., VOR.

§ 600.6430 *VOR civil airway No. 430 (Tiverton, Ohio, to Wheeling, W. Va.).* From the Tiverton, Ohio, VOR via the Newcomerstown, Ohio, VOR to the point of INT of the Zanesville, Ohio, VOR 088° and the Pittsburgh, Pa., VOR 244° radials.

§ 600.6431 *VOR civil airway No. 431 (Glens Falls, N. Y., to Plattsburg, N. Y.)* From the Glens Falls, N. Y., VOR to the Plattsburg, N. Y., VOR.

§ 600.6432 *VOR civil airway No. 432.* [Unassigned.]

§ 600.6433 *VOR civil airway No. 433 (Fresno, Calif., to Klamath Falls, Oreg.).* From the Fresno, Calif., VOR via the Reno, Nev., VOR; to the Klamath Falls, Oreg., VOR.

TRANSCONTINENTAL VOR CIVIL AIRWAYS

§ 600.6600 *VOR civil airway No. 1500 (San Francisco, Calif., to New York, N. Y.)* From the point of intersection of the Oakland omnirange 217° True and the Salinas omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Sheridan, Wyo., VOR via the Dupree, S. Dak., VOR; Watertown, S. Dak., omnirange station; Minneapolis, Minn., omnirange station; Eau Clair, Wis., omnirange station; Wausau, Wis., omnirange station; Green Bay, Wis., omnirange station; to the White Cloud, Mich., omnirange station. From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6602 *VOR civil airway No. 1502 (San Francisco, Calif., to New York N. Y.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; to the Lovelock, Nev., omnirange station. From the Burley, Idaho, omnirange station to the Pocatello, Idaho, omnirange station. From the Rapid City, S. Dak., omnirange station via the Philip, S. Dak., omnirange station; Pierre, S. Dak., omnirange station; Huron, S. Dak., omnirange station; Redwood Falls, Minn., omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; Lone Rock, Wis., omnirange station; intersection of the Lone Rock omnirange 103° and the Milwaukee omnirange 273° radials; Milwaukee, Wis., omnirange station; Muskegon, Mich., omnirange station; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; Windsor, Ont., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6604 *VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° True and the Reno omnirange 230° True radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; Wells, Nev., omnirange station; to the Malad City, Idaho, omnirange station. From the Lone Rock, Wis., omnirange station via the point of intersection of the Lone Rock omnirange 103° True and the Milwaukee omnirange 273° True radials; Milwaukee, Wis., omnirange station; Pullman, Mich., omnirange station; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; intersection of the Carleton omnirange 097° True and the Cleveland omnirange

327° True radials; Cleveland, Ohio, omnirange station; Navarre, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Grantsville, Md., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° and the Washington terminal omnirange 245° radials; to the Washington, D. C., terminal omnirange station.

§ 600.6606 *VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; to the Modesto, Calif., omnirange station. From the Bonneville, Utah, omnirange station via the Salt Lake City, Utah, omnirange station; Fort Bridger, Wyo., omnirange station; Rock Springs, Wyo., omnirange station; Cherokee, Wyo., omnirange station; Rock River, Wyo., omnirange station; Chadron, Nebr., omnirange station; O'Neill, Nebr., omnirange station; Sioux City, Iowa, omnirange station; Fort Dodge, Iowa, omnirange station; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keeler omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; Appleton, Ohio, omnirange station; Zanesville, Ohio, omnirange station; Morgantown, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6608 *VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N. Y.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Milford, Utah, omnirange station; Myton, Utah, omnirange station; Laramie, Wyo., VOR; INT of the Laramie VOR 069° and the Scottsbluff VOR 254° radials; Scottsbluff, Nebr., VOR; O'Neill, Nebr., VOR; Sioux City, Iowa, VOR, Fort Dodge, Iowa, VOR; Waterloo, Iowa, omnirange station; Dubuque, Iowa, omnirange station; Rockford, Ill., omnirange station; Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093° True and the Keeler omnirange 271° True radials; Keeler, Mich., omnirange station; point of intersection of the Keeler omnirange 085° True and the Litchfield omnirange 293° True radials; Litchfield, Mich., omnirange station; intersection of the Litchfield omnirange 098° True and the Carleton omnirange 264° True radials; Carleton, Mich., omnirange station; Jefferson, Ohio, omnirange station; point of intersection of the Bradford, Pa., omnirange 260° True and the Fitzgerald omnirange 304° True radials; Fitzgerald, Pa., omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6610 *VOR civil airway No. 1510 (Los Angeles, Calif., to New York, N. Y.).* From the Los Angeles, Calif., VOR via the INT of the Los Angeles VOR 057° and the Daggett VOR 235° radials; Daggett, Calif., VOR; Las Vegas, Nev., VOR; Mormon Mesa, Nev., VOR; Bryce Canyon, Utah, VOR; Hanksville, Utah, VOR; Grand Junction, Colo., VOR; Kremmling, Colo., VOR; Denver, Colo., VOR; Akron, Colo., VOR; Imperial, Nebr., VOR; Grand Island, Nebr., VOR; Omaha, Nebr., VOR; Des Moines, Iowa, VOR; Iowa City, Iowa, VOR; point of INT of the Iowa City VOR 093° and the Cordova VOR 138° radials; Joliet, Ill., VOR; Chicago Heights, Ill., VOR; Goshen, Ind., VOR; Waterville, Ohio, VOR, including a north alternate from the Iowa City VOR to the Waterville VOR via the Cordova, Ill., VOR, the Naperville, Ill., VOR, the South Bend, Ind., VOR, and the INT of the South Bend VOR 092° and the Waterville VOR 288° radials; Cleveland, Ohio, VOR; Youngstown, Ohio, VOR; Philipsburg, Pa., VOR; Selinsgrove, Pa., VOR; East Texas, Pa., VOR; Colts Neck, N. J., VOR; point of INT of the Colts Neck VOR 078° and the Idlewild VOR 212° radials; to the Idlewild, N. Y., VOR.

§ 600.6612 *VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., omnirange station; Lamar, Colo., omnirange station; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kansas City, Mo., omnirange station; Macon, Mo., omnirange station; Quincy, Ill., omnirange station; to the Springfield, Ill., omnirange station, including a south alternate from the Kansas City, Mo., omnirange station to the Indianapolis, Ind., omnirange station via the Marshall, Mo., VORTAC, the Columbia, Mo., omnirange station, the St. Louis, Mo., omnirange station, the Vandalia, Ill., omnirange station and the Terre Haute, Ind., omnirange station. From the Indianapolis, Ind., omnirange station via the intersection of the Indianapolis, omnirange 084° True and the Dayton omnirange 261° True radials; Dayton, Ohio, omnirange station; Appleton, Ohio, omnirange station; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; point of intersection of the Tower City, Pa., omnirange 279° True radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; East Texas, Pa., VOR; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6614 *VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Modesto, Calif., omnirange station; Coaldale, Nev., omnirange station; Tonopah, Nev., omnirange station; Milford, Utah, omnirange station; to the Hanksville, Utah, omnirange station. From the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station; Russell, Kans., omnirange station; Salina, Kans., omnirange station; Topeka, Kans., omnirange station; Kansas City, Mo., omnirange station; Macon, Mo., omnirange station; Quincy, Ill., omnirange station; to the Springfield, Ill., omnirange station, including a south alternate from the Kansas City, Mo., omnirange station to the Indianapolis, Ind., omnirange station via the Marshall, Mo., VORTAC, the Columbia, Mo., omnirange station, the St. Louis, Mo., omnirange station, the Vandalia, Ill., omnirange station and the Terre Haute, Ind., omnirange station. From the Indianapolis, Ind., omnirange station via the intersection of the Indianapolis omnirange 084° True and the Dayton omnirange 261° True radials; Dayton, Ohio, omnirange station; Appleton, Ohio, omnirange station; Newcomerstown, Ohio, omnirange station; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Harrisburg, Pa., omnirange station; point of intersection of the West Chester, Pa., omnirange 314° True and the Allentown, Pa., omnirange 228° True radials; Pottstown, Pa., omnirange station; point of intersection of the Pottstown omnirange 104° and the Colts Neck omnirange 242° True radials; Colts Neck, N. J., omnirange station; point of intersection of the Colts Neck omnirange 078° True and the Idlewild omnirange 212° True radials; to the Idlewild, N. Y., omnirange station.

§ 600.6616 *VOR civil airway No. 1516 (San Francisco, to Washington, D. C.).* From the point of intersection of the Oakland omnirange 217° True and the Salinas, Calif., omnirange 319° True radials via the Oakland, Calif., omnirange station; Modesto, Calif., omnirange station; intersection of the Modesto omnirange 117° and the Fresno omnirange 323° radials; to the Fresno, Calif., omnirange station. From the Goffs, Calif., VOR; via the Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR to the Raton, N. Mex., omnirange station. From the point of intersection of the Gage, Okla., omnirange 059° True and the Ponca City omnirange 280° True radials via the Ponca City, Okla., omnirange station; intersection of the Ponca City omnirange 076° True and the Springfield omnirange 261° True radials; Springfield, Mo., omnirange station; Farmington, Mo., omnirange station; Evansville, Ind., omnirange station; intersection of the Evansville omnirange 080° True and the Louisville omnirange 269° True radials; Louisville, Ky., omnirange station; Falmouth, Ky., VOR; York, Ky., omnirange station; Henderson, W. Va., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° True and the Washington terminal omnirange 245° True radials; to the Washington, D. C., terminal omnirange station.

§ 600.6618 *VOR civil airway No. 1518 (Los Angeles, Calif., to Washington, D. C.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station; intersection of the Needles omnirange 077° True and the Drake omnirange 274° True radials; Drake, Ariz., omnirange station; Winslow, Ariz., omnirange station; Zuni, N. Mex., omnirange station; Grants, N. Mex., omnirange station; Albuquerque, N. Mex., omnirange station; Otto, N. Mex., omnirange station; Anton Chico, N. Mex., omnirange station; Tucumcari, N. Mex., omnirange station; Amarillo, Tex., omnirange station; Sayre, Okla., omnirange station; intersection of the Sayre omnirange 071° True and the Tulsa omnirange 260° True radials; Tulsa, Okla., omnirange station; Fayetteville, Ark., omnirange station; Flippin, Ark., omnirange station; Walnut Ridge, Ark., omnirange station; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 059° True radial and the London VOR 251° radials; London, Ky., VOR; Bluefield, W. Va., VOR; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains restricted area (R-344) is excluded during the restricted area's time of designation.

§ 600.6620 *VOR civil airway No. 1520 (Los Angeles, Calif., to Washington, D. C.).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 123° and the Long Beach omnirange 287° radials; Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Hector, Calif., omnirange station; Needles, Calif., omnirange station; Prescott, Ariz., omnirange station; St. Johns, Ariz., omnirange station; La Joya, N. Mex., omnirange station; Corona, N. Mex., omnirange station; the intersection of the Corona omnirange 080° and the Texico, N. Mex., omnirange 274° radials; Texico, N. Mex., omnirange station; Childress, Tex., omnirange station; Wichita Falls, Tex., omnirange station; McAlester, Okla., omnirange station; Little Rock, Ark., omnirange station; Memphis, Tenn., omnirange station; Muscle Shoals, Ala., omnirange station; Knoxville, Tenn., omnirange station; Tri-City, Tenn., omnirange station; Pulaski, Va., omnirange station; Montebello, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Melrose Restricted Area (R-529) is excluded during this restricted area's designated time of use. The portion of this airway below 15,000 feet mean sea level, between the Corona, N. Mex., omnirange station and the Texico, N. Mex., omnirange station shall be used only after obtaining prior approval from the Civil Aeronautics Administration Air Traffic Control, between sunrise and sunset. The portion of this airway which lies within the geographic limits of, and between the designated altitudes of, the Bullion Mountains Restricted Area (R-344) is excluded during the restricted area's time of designation.

§ 600.6622 *VOR civil airway No. 1522 (Los Angeles, Calif., to Washington, D. C.).* That airspace over the United States territory from the Los Angeles, Calif., omnirange station via the Ontario, Calif., omnirange station; intersection of the Ontario omnirange 091° and the Blythe omnirange 290° radials; Blythe, Calif., omnirange station; to the Hassayampa, Ariz., omnirange station. From the Tucson, Ariz., omnirange station via the Cochise, Ariz., omnirange station; Columbus, N. Mex., omnirange station; El Paso, Tex., omnirange station; Salt Flat, Tex., omnirange station; Wink, Tex., omnirange station; Midland, Tex., omnirange station; Big Spring, Tex., omnirange station; Abilene, Tex., omnirange station; Mineral Wells, Tex., omnirange station; Dallas, Tex., omnirange station; Sulphur Springs, Tex., omnirange station; Texarkana, Ark., omnirange station; Greenwood, Miss., VOR; Columbus, Miss., VOR; Birmingham, Ala., VOR; Anniston, Ala., VOR; intersection of the Anniston omnirange 084° True and the Atlanta Airport ILS localizer west course; Atlanta, Ga., Airport ILS localizer; intersection of the Atlanta Airport ILS localizer east course and the Atlanta, Ga., omnirange 048° True radial; intersection of the Atlanta omnirange 048° True and the Royston omnirange 236° True radials; Royston, Ga., omnirange station; Spartanburg, S. C., omnirange station; Greensboro, N. C., omnirange station; South Boston, Va., omnirange station; Gordonsville, Va., omnirange station; point of intersection of the Gordonsville omnirange 056° True radial with the Brooke, Va., omnirange direct radial to the Washington terminal omnirange station; to the Washington, D. C., terminal omnirange station.

§ 600.6629 *VOR civil airway No. 1529 (Los Angeles, Calif., to United States-Canadian Border).* From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057° and the Daggett omnirange 235° radials; Daggett, Calif., omnirange station; Las Vegas, Nev., omnirange station; Mormon Mesa, Nev., omnirange station; Milford, Utah, omnirange station; Myton, Utah, omnirange station; Rawlins-Cherokee, Wyo., omnirange station; Casper, Wyo., omnirange station; Dickinson, N. Dak., omnirange station; Pembina, N. Dak., radio range station; to the United States-Canadian Border via a direct line from the Pembina radio range station to the Kenora, Ont., radio range station.

§ 600.6631 *VOR civil airway No. 1531 (San Francisco, Calif., to U. S.-Canadian Border).* From the point of intersection of the Oakland omnirange 217° and the Salinas, Calif., omnirange 319° radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 055° and the Reno omnirange 230° radials; Reno, Nev., omnirange station; Lovelock, Nev., omnirange station; Battle Mountain, Nev., omnirange station; Elko, Nev., omnirange station; Wells, Nev., omnirange station; Pocatello, Idaho, omnirange station; Billings, Mont., omnirange station; Miles City, Mont., omnirange station; Dickinson, N. Dak., omnirange station; Minot, N. Dak., omnirange station; to the Brandon, Manitoba, nondirectional radio beacon.

§ 600.6633 *VOR civil airway No. 1533 (San Francisco, Calif., to U. S.-Canadian Border).* From the point of intersection of the Oakland, Calif., omnirange 217° and the Salinas, Calif., omnirange 319° radials via the Oakland, Calif., omnirange station; Sacramento, Calif., omnirange station; intersection of the Sacramento omnirange 346° and the Red Bluff omnirange 158° radials; Red Bluff, Calif., omnirange station; intersection of the Red Bluff omnirange 018° and the Klamath Falls omnirange 181° radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; Pendleton, Oreg., omnirange station; Mullan Pass, Idaho, omnirange station; to the Cowley, Alberta, radio range station.

§ 600.6635 *VOR civil airway No. 1535 (Lovelock, Nev., to United States-Canadian Border).* From the Lovelock, Nev., omnirange station via the Sod House, Nev., omnirange station; Rome, Oreg., omnirange station; Boise, Idaho, omnirange station; Missoula, Mont., omnirange station; Cut Bank, Mont., omnirange station; to the United States-Canadian Border via the Cut Bank omnirange direct radial to the Swift Current, Sask., radio range station.

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS AND POSITIVE CONTROL ROUTE SEGMENTS.

Subpart A—Introduction

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Subpart B—Colored Civil Airway Control Areas

GREEN CIVIL AIRWAYS

601.11 Green civil airway No. 1 control areas (Particia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).

601.12 Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

601.13 Green civil airway No. 3 control areas (Oakland, Calif., to New York, N. Y.).

601.14 Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).

601.15 Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).

601.16 Green civil airway No. 6 control areas (Alice, Tex., to Norfolk, Va.).

601.17 Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).

601.18 Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).

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601.101 Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).

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601.103 Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).

601.104 Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).

601.105 Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).

601.106 Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).

601.107 Amber civil airway No. 7 control areas (Miami, Fla., to United States-Canadian Border).

601.108 Amber civil airway No. 8 control areas (Los Angeles, Calif., to Ellensburg, Wash.).

601.109 Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.).

601.110 Amber civil airway No. 10 control areas (Hawaiian Islands).

601.111 Amber civil airway No. 11 control areas (Hawaiian Islands).

601.112 Amber civil airway No. 12 control areas (Hawaiian Islands).

601.113 Amber civil airway No. 13 control areas (Hawaiian Islands).

601.115 Red civil airway No. 1 control areas (United States-Canadian Border to Annette Island, Alaska).

RED CIVIL AIRWAYS

601.202 Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).

601.203 Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).

601.204 Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).

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601.205 Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).

601.206 Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.).

601.207 Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).

601.208 Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.).

601.209 Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).

601.210 Red civil airway No. 10 control areas (Dallas, Tex., to Augusta, Ga.).

601.211 Red civil airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).

601.212 Red civil airway No. 12 control areas (Chicago, Ill., to Detroit, Mich.).

601.213 Red civil airway No. 13 control areas (Wheeling, W. Va., to Boston, Mass.).

601.214 Red civil airway No. 14 control areas (Milwaukee, Wis., to Indianapolis, Ind.).

601.215 Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).

601.216 Red civil airway No. 16 control areas (Tallahassee, Fla., to Raleigh, N. C.)

601.217 Red civil airway No. 17 control areas (Rantoul, Ill., to Baltimore, Md.).

601.218 Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).

601.219 Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.).

601.220 Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).

601.221 Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.).

601.222 Red civil airway No. 22 control areas (Mount Clemens, Mich., to Buffalo, N. Y.).

601.223 Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.).

601.224 Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).

601.225 Red civil airway No. 25 control areas (United States-Canadian Border to Bangor, Maine).

601.226 Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.).

601.227 Red civil airway No. 27 control areas (Nenabank, Alaska, to Wolf Intersection, Alaska).

601.228 Red civil airway No. 28 control areas (Chicago, Ill., to Detroit, Mich.).

601.230 Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).

601.231 Red civil airway No. 31 control areas (Cheyenne, Wyo., to La Crosse, Wis.).

601.232 Red civil airway No. 32 control areas (Austin, Tex., to Houston, Tex.).

601.233 Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.).

601.234 Red civil airway No. 34 control areas (Pulaski, Va., to Weeksville, N. C.).

601.235 Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).

601.236 Red civil airway No. 36 control areas (Rochester, Minn., to La Crosse, Wis.).

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601.237 Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).

601.239 Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).

601.240 Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska)

601.241 Red civil airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska).

601.244 Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).

601.245 Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.).

601.246 Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.).

601.249 Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).

601.250 Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).

601.251 Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.).

601.252 Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).

601.253 Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.).

601.256 Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).

601.257 Red civil airway No. 57 control areas (Akron, Ohio, to Youngstown, Ohio).

601.258 Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border).

601.259 Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.).

601.260 Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).

601.261 Red civil airway No. 61 control areas (Butler, Pa., to Johnstown, Pa.).

601.263 Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).

601.264 Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).

601.265 Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.).

601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.).

601.268 Red civil airway No. 68 control areas (Palo Pinto, Tex., to Shreveport, La.).

601.269 Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).

601.270 Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).

601.271 Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).

601.272 Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.).

601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).

601.274 Red civil airway No. 74 control areas (Biloxi, Miss., to Brookley AFB, Ala.).

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601.275 Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).

601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).

601.277 Red civil airway No. 77 control areas (Richmond, Va., to Atlantic City, N. J.).

601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).

601.279 Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).

601.280 Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).

601.281 Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).

601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).

601.283 Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).

601.284 Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.).

601.286 Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).

601.287 Red civil airway No. 87 control areas (Hawaiian Islands).

601.288 Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).

601.289 Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).

601.290 Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).

601.291 Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).

601.292 Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).

601.294 Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).

601.295 Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).

601.296 Red civil airway No. 96 control areas (Lake Charles, La., to Baton Rouge, La.).

601.297 Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

601.299 Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).

601.300 Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).

601.302 Red civil airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.).

601.303 Red civil airway No. 103 control areas (Anchorage, Alaska, to Middelton Island, Alaska).

601.304 Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).

601.305 Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).

601.306 Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.).

601.307 Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.).

601.308 Red civil airway No. 108 control areas (Corinne, Utah, to Fort Bridger, Wyo.).

601.309 Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).

601.310 Red civil airway No. 110 control areas (Mobile, Ala., to Pensacola, Fla.).

601.312 Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.).

601.313 Red civil airway No. 113 control areas (Hawaiian Islands).

BLUE CIVIL AIRWAYS

601.601 Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).

601.602 Blue civil airway No. 2 control areas (San Diego, Calif., to Oceanside, Calif.).

601.603 Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).

601.604 Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).

601.605 Blue civil airway No. 5 control areas (Waco, Tex., to Wichita, Kans.).

601.606 Blue civil airway No. 6 control areas (Springfield, Ill., to Muskegon, Mich.).

601.607 Blue civil airway No. 7 control areas (Altamont, Calif., to Williams, Calif.).

601.608 Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).

601.609 Blue civil airway No. 9 control areas (Rochester, Minn., to United States-Canadian Border).

601.610 Blue civil airway No. 10 control areas (Oakland, Calif., to Red Bluffs, Calif.).

601.612 Blue civil airway No. 12 control areas (McGrath, Alaska, to Galena, Alaska).

601.613 Blue civil airway No. 13 control areas (Houston, Tex., to Des Moines, Iowa).

601.614 Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).

601.615 Blue civil airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio).

601.616 Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).

601.617 Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).

601.618 Blue civil airway No. 18 control areas (Paterson, N. J., to Burlington, Vt.).

601.619 Blue civil airway No. 19 control areas (Key West, Fla., to Melbourne, Fla.).

601.620 Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).

601.621 Blue civil airway No. 21 control areas (Coles Point, Va., to Elmira, N. Y.).

601.622 Blue civil airway No. 22 control areas (Delta, Utah, to Malad City, Idaho).

601.623 Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).

601.624 Blue civil airway No. 24 control areas (Brookley AFB, Ala., to Axis, Ala.).

601.625 Blue civil airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).

601.626 Blue civil airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).

601.627 Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).

601.628 Blue civil airway No. 28 control areas (Columbia, S. C., to Bulls Gap, Tenn.).

601.629 Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).

601.630 Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.).

601.631 Blue civil airway No. 31 control areas (Burlington, Iowa, to Moline, Ill.).

601.632 Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).

601.633 Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).

601.634 Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).

601.635 Blue civil airway No. 35 control areas (San Diego, Calif., to Oceanside, Calif.).

601.636 Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.).

601.637 Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).

601.638 Blue civil airway No. 38 control areas (Five Finger, Alaska, to United States-Canadian Border).

601.639 Blue civil airway No. 39 control areas (Augusta, Ga., to Elmira, N. Y.).

601.640 Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).

601.641 Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).

601.642 Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).

601.643 Blue civil airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska).

601.644 Blue civil airway No. 44 control areas (Dundee, Mich., to United States-Canadian Border).

601.645 Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).

601.647 Blue civil airway No. 47 control areas (Blackstone, Va., to Philipsburg, Pa.).

601.648 Blue civil airway No. 48 control areas (Key West, Fla., to Miami, Fla.).

601.649 Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).

601.651 Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).

601.652 Blue civil airway No. 52 control areas (Tamiami, Fla., to West Palm Beach, Fla.).

601.653 Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).

601.654 Blue civil airway No. 54 control areas (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.).

601.655 Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).

Sec.

601.656 Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).

601.658 Blue civil airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.).

601.660 Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).

601.663 Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).

601.664 Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).

601.665 Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).

601.666 Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).

601.667 Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).

601.668 Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).

601.671 Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).

601.675 Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).

601.676 Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).

601.679 Blue civil airway No. 79 control areas (Annette Island, Alaska, to United States-Canadian Border).

601.680 Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).

601.684 Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).

601.685 Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).

601.686 Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).

601.687 Blue civil airway No. 87 control areas (Knoxville, Tenn., to Dayton, Ohio).

Subpart C—Control Area Extensions

601.1001 Control area extension (Moses Lake, Wash.).

601.1002 Control area extension (Austin, Tex.).

601.1004 Control area extension (Brownsville, Tex.).

601.1005 Control area extension (Jacksonville, Fla.).

601.1006 Control area extension (Lake Charles, La.).

601.1007 Control area extension (Laredo, Tex.).

601.1008 Control area extension (Savannah, Ga.).

601.1009 Control area extension (Augusta, Ga.).

601.1010 Control area extension (Greenwood, S. C.).

601.1011 Control area extension (Daytona Beach, Fla.).

601.1012 Control area extension (Florence, S. C.).

601.1013 Control area extension (Fort Myers, Fla.).

601.1014 Control area extension (Greenville, S. C.). (Greenville-Charlotte-Greensboro area).

601.1015 Control area extension (Greenwood, Miss.).

601.1016 Control area extension (Augusta, Ga.).

601.1017 Control area extension (Newberg, Oreg.).

Sec.

601.1018 Control area extension (Meridian, Miss.).

601.1019 Control area extension (Nashville, Tenn.).

601.1020 Control area extension (Macon, Ga.).

601.1021 Control area extension (Belleville, Ill.).

601.1022 Control area extension (West Palm Beach, Fla.).

601.1023 Control area extension (Akron, Colo.).

601.1024 Control area extension (Burlington, Iowa).

601.1025 Control area extension (New Orleans, La.).

601.1026 Control area extension (Grand Island, Nebr.).

601.1027 Control area extension (Kansas City, Mo.).

601.1028 Control area extension (Monroe, La.).

601.1029 Control area extension (Corpus Christi, Tex.).

601.1030 Control area extension (Victorville, Calif.).

601.1031 Control area extension (North Platte, Nebr.).

601.1032 Control area extension (Kotzebue, Alaska).

601.1033 Control area extension (St. Joseph, Mo.).

601.1034 Control area extension (Springfield, Mo.).

601.1035 Control area extension (Little Rock, Ark.).

601.1036 Control area extension (West Palm Beach, Fla.).

601.1037 Control area extension (Pensacola, Fla.).

601.1038 Control area extension (Great Falls, Mont.).

601.1039 Control area extension (Portland, Oreg.).

601.1040 Control area extension (Medford, Oreg.).

601.1041 Control area extension (Boise, Idaho).

601.1042 Control area extension (Columbus, Ohio).

601.1043 Control area extension (Bowling Green, Ky.).

601.1044 Control area extension (Ypsilanti, Mich.).

601.1045 Control area extension (Presque Isle, Maine).

601.1046 Control area extension (Falfurrias, Tex.).

601.1047 Control area extension (Bangor, Maine).

601.1048 Control area extension (Red Bluff, Calif.).

601.1049 Control area extension (Utica, N. Y.).

601.1050 Control area extension (Bakersfield, Calif.).

601.1051 Control area extension (Portland, Maine).

601.1052 Control area extension (Atlanta, Ga.).

601.1053 Control area extension (Houston, Tex.). (Beaumont - Palacios - Houston area).

601.1054 Control area extension (Sinclair, Wyo.).

601.1055 Control area extension (Elmira, N. Y.).

601.1056 Control area extension (Buffalo, N. Y.).

601.1057 Control area extension (Binghamton, N. Y.).

601.1058 Control area extension (Martinsburg, W. Va.).

601.1059 Control area extension (Lynchburg, Va.).

601.1060 Control area extension (Elkins, W. Va.).

601.1061 Control area extension (Mt. Clemens, Mich.).

601.1062 Control area extension (Raleigh, N. C.).

Sec.

601.1063 Control area extension (Roanoke, Va.).

601.1064 Control area extension (Chicopee Falls, Mass.).

601.1065 Control area extension (Biloxi, Miss.).

601.1066 Control area extension (New York, N. Y.).

601.1067 Control area extension (Lexington, Ky.).

601.1068 Control area extension (Riverside, Calif.).

601.1069 Control area extension (Santa Barbara, Calif.).

601.1070 Control area extension (Charlottesville, Va.).

601.1071 Control area extension (Burbank, Calif.).

601.1072 Control area extension (Sumter, S. C.).

601.1073 Control area extension (Fresno, Calif.).

601.1074 Control area extension (North Bend, Oreg.).

601.1075 Control area extension (Ada, Okla.).

601.1076 Control area extension (Phoenix, Ariz.).

601.1077 Control area extension (Elko, Nev.).

601.1078 Control area extension (Reno, Nev.).

601.1079 Control area extension (Rock Springs, Wyo.).

601.1080 Control area extension (Louisville, Ky.).

601.1081 Control area extension (Windsor Locks, Conn.).

601.1082 Control area extension (Montgomery, Ala.).

601.1083 Control area extension (Bartlesville, Okla.).

601.1084 Control area extension (Quincy, Ill.).

601.1085 Control area extension (Edwards Air Force Base, Calif.).

601.1086 Control area extension (Memphis, Tenn.).

601.1087 Control area extension (Akron, Ohio).

601.1088 Control area extension (Alexandria, Minn.).

601.1089 Control area extension (Cincinnati, Ohio).

601.1090 Control area extension (Lawrence, Mass.).

601.1091 Control area extension (Detroit, Mich.).

601.1092 Control area extension (Dickinson, N. Dak.).

601.1093 Control area extension (Fargo, N. Dak.).

601.1094 Control area extension (Flint, Mich.).

601.1095 Control area extension (Mountain Home, Idaho).

601.1096 Control area extension (Glenview, Ill.).

601.1097 Control area extension (Grand Forks, N. Dak.).

601.1098 Control area extension (Casper, Wyo.).

601.1099 Control area extension (Indianapolis, Ind.).

601.1100 Control area extension (Lone Rock, Wis.).

601.1101 Control area extension (Madison, Wis.).

601.1102 Control area extension (Minneapolis, Minn.).

601.1103 Control area extension (Minot, N. Dak.).

601.1104 Control area extension (Brownwood, Tex.).

601.1105 Control area extension (Muskegon, Mich.).

601.1106 Control are extension (Whidbey Island, Wash.).

601.1108 Control area extension (Salina, Kans.).

Sec.
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Hobbs, N. Mex.).
601.1111 Control area extension (San Diego, Calif.).
601.1112 Control area extension (Fort Dix, N. J.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area extension (Bettles, Alaska).
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Grosse Ile, Mich.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Cedar Rapids, Iowa).
601.1121 Control area extension (White Plains, N. Y.).
601.1122 Control area extension (Tri-City, Tenn.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Pasco, Wash.).
601.1128 Control area extension (Alexandria, La.).
601.1129 Control area extension (Washington, D. C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (Sitka, Alaska).
601.1132 Control area extension (West Palm Beach, Fla.).
601.1133 Control area extension (Seattle, Wash.).
601.1134 Control area extension (Columbus, Ga.).
601.1135 Control area extension (Marianna, Fla.).
601.1136 Control area extension (San Juan, P. R.).
601.1137 Control area extension (Big Spring, Tex.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Fort Rucker, Ala.).
601.1140 Control area extension (Youngstown, Ohio).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (Galena, Alaska).
601.1147 Control area extension (New York, N. Y.).
601.1148 Control area extension (Millville, N. J.).
601.1149 Control area extension (Norfolk, Va.)
601.1150 Control area extension (Wilmington, N. C.).
601.1151 Control area extension (Wilmington, N. C.).
601.1152 Control area extension (Charleston, S. C.).
601.1153 Control area extension (Jacksonville, Fla.).

Sec.
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio).
601.1159 Control area extension (Moline, Ill.).
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R. I.).
601.1165 Control area extension (Oakland, Calif.).
601.1166 Control area extension (Mobile, Ala.).
601.1167 Control area extension (Ontario, Oreg.).
601.1168 Control area extension (Ponca City, Okla.).
601.1169 Control area extension (Idlewild, N. Y.).
601.1170 Control area extension (Owensboro, Ky.).
601.1171 Control area extension (El Paso, Tex.).
601.1172 Control area extension (Rantoul, Ill.).
601.1173 Control area extension (San Francisco, Calif.).
601.1174 Control area extension (Ukiah, Calif.).
601.1175 Control area extension (Charleston, S. C.).
601.1176 Control area extension (Santa Barbara, Calif.).
601.1177 Control area extension (Long Beach, Calif.) (Long Beach-Honolulu route).
601.1178 Control area extension (Honolulu, T. H.).
601.1179 Control area extension (Hilo, T. H.).
601.1180 Control area extension (San Antonio, Tex.).
601.1181 Control area extension (Elizabeth City, N. C.).
601.1182 Control area extension (Enid, Okla.).
601.1183 Control area extension (Fayetteville, N. C.).
601.1184 Control area extension (Douglas, Ariz.).
601.1185 Control area extension (Provo, Utah).
601.1186 Control area extension (Tucson, Ariz.).
601.1187 Control area extension (Jackson, Mich.).
601.1188 Control area extension (Milwaukee, Wis.).
601.1189 Control area extension (Daggett, Calif.).
601.1190 Control area extension (McComb, Miss.).
601.1191 Control area extension (Thermal, Calif.).
601.1192 Control area extension (Merced, Calif.).
601.1193 Control area extension (Monterey, Calif.).
601.1194 Control area extension (Sacramento, Calif.).
601.1195 Control area extension (San Angelo, Tex.).
601.1196 Control area extension (Yuma, Ariz.).
601.1197 Control area extension (Dubois, Idaho).
601.1198 Control area extension (Idaho Falls, Idaho).

Sec.
601.1199 Control area extension (St. Cloud, Minn.).
601.1200 Control area extension (Columbia, S. C.).
601.1201 Control area extension (Saginaw, Mich.).
601.1202 Control area extension (Tucumcari, N. Mex.).
601.1203 Control area extension (Montague, Calif.).
601.1204 Control area extension (El Morro, N. Mex.).
601.1205 Control area extension (Albuquerque, N. Mex.).
601.1206 Control area extension (Midland, Tex.).
601.1207 Control area extension (Carlsbad, N. Mex.).
601.1208 Control area extension (Salt Flat, Tex.).
601.1209 Control area extension (Columbus, N. Mex.).
601.1210 Control area extension (Olathe, Kans.).
601.1211 Control area extension (Dallas, Tex.).
601.1212 Control area extension (White Sulphur Springs, W. Va.).
601.1213 Control area extension (Chatsworth, Calif.).
601.1214 Control area extension (Brownsville, Tex.).
601.1215 Control area extension (Galveston, Tex.).
601.1216 Control area extension (New Orleans, La.).
601.1217 Control area extension (Kodiak, Alaska).
601.1218 Control area extension (Homer, Alaska).
601.1219 Control area extension (Pensacola, Fla.).
601.1220 Control area extension (Burlington, Vt.).
601.1221 Control area extension (Dothan, Ala.).
601.1222 Control area extension (Pine Bluff, Ark.).
601.1223 Control area extension (Miramar, Calif.).
601.1224 Control area extension (Philipsburg, Pa.).
601.1225 Control area extension (Erie, Pa.).
601.1226 Control area extension (Grand Isle, La.) (Nan-Love Route).
601.1227 Control area extension (Lovelock, Nev.).
601.1228 Control area extension (Tampa, Fla.).
601.1229 Control area extension (Atterbury, Ind.).
601.1230 Control area extension (Miami, Fla.).
601.1231 Control area extension (Newport, Vt.).
601.1232 Control area extension (Miami, Fla.).
601.1233 Control area extension (Key West, Fla.).
601.1234 Control area extension (Marathon, Fla.).
601.1235 Control area extension (West Palm Beach, Fla.).
601.1236 Control area extension (Seattle, Wash.).
601.1237 Control area extension (Waco, Tex.).
601.1238 Control area extension (Amarillo, Tex.).
601.1239 Control area extension (Lubbock, Tex.).
601.1240 Control area extension (Tyler, Tex.).
601.1241 Control area extension (Tulsa, Okla.).
601.1242 Control area extension (Stockton, Calif.).
601.1243 Control area extension (La Crosse, Wis.).
601.1244 Control area extension (Terre Haute, Ind.).

Sec.

601.1245 Control area extension (Port Allen, Kauai, T. H.).

601.1246 Control area extension (Evansville, Ind.).

601.1247 Control area extension (Las Vegas, Nev.).

601.1248 Control area extension (Richmond, Va.).

601.1249 Control area extension (Aberdeen, S. Dak.).

601.1250 Control area extension (Jamestown, N. Dak.).

601.1251 Control area extension (Mansfield, Ohio).

601.1252 Control area extension (Janesville, Wis.).

601.1253 Control area extension (Bradford, Ill.).

601.1254 Control area extension (Pontiac, Ill.).

601.1255 Control area extension (Findlay, Ohio).

601.1256 Control area extension (Pittsburgh, Pa.).

601.1257 Control area extension (Goshen, Ind.).

601.1258 Control area extension (Lafayette, Ind.).

601.1259 Control area extension (Huron, S. Dak.).

601.1260 Control area extension (Altus, Okla.).

601.1261 Control area extension (Lansing, Mich.).

601.1262 Control area extension (Mason City, Iowa).

601.1263 Control area extension (Rochester, Minn.).

601.1264 Control area extension (Dyersburg, Tenn.).

601.1265 Control area extension (Edenton, N. C.).

601.1266 Control area extension (Litchfield, Mich.).

601.1267 Control area extension (Springfield, Ill.).

601.1268 Control area extension (Sioux Falls, S. Dak.).

601.1269 Control area extension (Watertown, S. Dak.).

601.1270 Control area extension (Harrisburg, Pa.).

601.1271 Control area extension (Front Royal, Va.).

601.1272 Control area extension (Baltimore, Md.).

601.1273 Control area extension (Syracuse, N. Y.).

601.1274 Control area extension (Niagara Falls, N. Y.).

601.1275 Control area extension (Fairbanks, Alaska).

601.1276 Control area extension (Cheyenne, Wyo.).

601.1277 Control area extension (Denver, Colo.).

601.1278 Control area extension (Des Moines, Iowa).

601.1279 Control area extension (Rapid City, S. Dak.).

601.1280 Control area extension (Sheridan, Wyo.).

601.1281 Control area extension (Pueblo, Colo.).

601.1282 Control area extension (Wichita, Kans.).

601.1283 Control area extension (Toledo, Wash.).

601.1284 Control area extension (Oklahoma City, Okla.).

601.1285 Control area extension (Shreveport, La.).

601.1286 Control area extension (Fort Worth, Tex.) (Waco-Fort Worth-Dallas-Oklahoma City-Abilene area).

601.1287 Control area extension (Houghton, Mich.).

601.1288 Control area extension (Sault Ste. Marie, Mich.).

Sec.

601.1289 Control area extension (Valparaiso, Fla.).

601.1290 Control area extension (Joplin, Mo.).

601.1291 Control area extension (Garden City, Kans.).

601.1292 Control area extension (Manakin, Va.).

601.1293 Control area extension (Fort Smith, Ark.).

601.1294 Control area extension (Rochester, N. Y.).

601.1295 Control area extension (Falmouth, Mass.).

601.1296 Control area extension (Nantucket, Mass.).

601.1297 Control area extension (Paducah, Ky.).

601.1298 Control area extension (Promontory Point, Utah).

601.1299 Control area extension (Valdosta, Ga.).

601.1300 Control area extension (Prescott, Ariz.).

601.1301 Control area extension (Winslow, Ariz.).

601.1302 Control area extension (Lawton, Okla.).

601.1303 Control area extension (Albany, N. Y.).

601.1304 Control area extension (Poughkeepsie, N. Y.).

601.1305 Control area extension (Wilton, Conn.).

601.1306 Control area extension (Mountain Home, Idaho).

601.1307 Control area extension (Minchumina, Alaska).

601.1308 Control area extension (Gustavus, Alaska).

601.1309 Control area extension (Kodiak, Alaska).

601.1310 Control area extension (Anchorage, Alaska).

601.1311 Control area extension (Oscoda, Mich.).

601.1312 Control area extension (Watertown, N. Y.).

601.1313 Control area extension (Sioux City, Iowa).

601.1314 Control area extension (Kirksville, Mo.).

601.1315 Control area extension (Emporia, Kans.).

601.1316 Control area extension (La Junta, Colo.).

601.1317 Control area extension (Tuscaloosa, Ala.).

601.1318 Control area extension (Muscle Shoals, Ala.).

601.1319 Control area extension (Key West, Fla.).

601.1320 Control area extension (Cross City, Fla.).

601.1321 Control area extension (Brunswick, Ga.).

601.1322 Control area extension (Alice, Tex.).

601.1323 Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area).

601.1324 Control area extension (Brunswick, Maine).

601.1325 Control area extension (Tampa, Fla.).

601.1326 Control area extension (Fortuna, Calif.).

601.1327 Control area extension (Crescent City, Calif.).

601.1328 Control area extension (Oxnard, Calif.).

601.1329 Control area extension (Malden, Mo.).

601.1330 Control area extension (Sherman, Tex.).

601.1331 Control area extension (Tacoma, Wash.).

601.1332 Control area extension (Santa Maria, Calif.).

601.1333 Control area extension (Nome, Alaska).

Sec.

601.1334 Control area extension (Del Rio, Tex.).

601.1335 Control area extension (Lafayette, La.).

601.1336 Control area extension (Eau Claire, Wis.).

601.1337 Control area extension (Wausau, Wis.).

601.1338 Control area extension (Green Bay, Wis.).

601.1339 Control area extension (Oshkosh, Wis.).

601.1340 Control area extension (Miles City, Mont.).

601.1341 Control area extension (Dover, Del.).

601.1342 Control area extension (Sanford, Fla.).

601.1343 Control area extension (Juneau, Alaska).

601.1344 Control area extension (Laconia, N. H.).

601.1345 Control area extension (Rockland, Maine).

601.1346 Control area extension (Bar Harbor, Maine).

601.1347 Control area extension (Colorado Springs, Colo.).

601.1348 Control area extension (Twin Falls, Idaho).

601.1349 Control area extension (Redmond, Oreg.).

601.1350 Control area extension (Kodiak, Alaska).

601.1351 Control area extension (Philadelphia, Pa.).

601.1352 Control area extension (Sedalia, Mo.).

601.1353 Control area extension (Charleston, W. Va.).

601.1354 Control area extension (Salem, Oreg.).

601.1355 Control area extension (Berlin, N. H.).

601.1356 Control area extension (Greenville, Miss.).

601.1357 Control area extension (Fallon, Nev.).

601.1358 Control area extension (Midway Island).

601.1359 Control area extension (Childress, Tex.).

601.1360 Control area extension (Abilene, Tex.).

601.1361 Control area extension (Cotulla, Tex.).

601.1362 Control area extension (Dalhart, Tex.).

601.1363 Control area extension (Lufkin, Tex.).

601.1364 Control area extension (Texarkana, Ark.).

601.1365 Control area extension (Walnut Ridge, Ark.).

601.1366 Control area extension (Gage, Okla.).

601.1367 Control area extension (Wink, Tex.).

601.1368 Control area extension (Greensboro, N. C.).

601.1369 Control area extension (Myrtle Beach, S. C.).

601.1370 Control area extension (Wilmington, N. C.).

601.1371 Control area extension (Hyannis, Mass.).

601.1372 Control area extension (Los Angeles, Calif.).

601.1373 Control area extension (Chattanooga, Tenn.).

601.1374 Control area extension (Limestone, Maine).

601.1375 Control area extension (Manchester, N. H.).

601.1376 Control area extension (Victoria, Tex.).

601.1377 Control area extension (Boston, Mass.).

601.1378 Control area extension (Wilmington, Del.).

Sec.
601.1379 Control area extension (Waterloo, Iowa).
601.1380 Control area extension (Kaneohe, Oahe, T. H.).
601.1381 Control area extension (Kwajalein Island).
601.1382 Control area extension (Wake Island).
601.1383 Control area extension (Guam Island).
601.1384 Control area extension (Hopkinsville, Ky.).
601.1385 Control area extension (Rome, N. Y.).
601.1386 Control area extension (Orlando, Fla.).
601.1387 Control area extension (Blytheville, Ark.).
601.1388 Control area extension (Fort Bragg, N. C.).
601.1389 Control area extension (Miami, Fla.).
601.1390 Control area extension (Oahu-Molokai, T. H.).
601.1391 Control area extension (Gettysburg, Pa.).
601.1392 Control area extension (Ogden, Utah).
601.1393 Control area extension (Roswell, N. Mex.).
601.1394 Control area extension (Westhampton Beach, N. Y.).
601.1395 Control area extension (Plattsburg, N. Y.).
601.1396 Control area extension (Asheville, N. C.).
601.1397 Control area extension (Cordova, Alaska).
601.1398 Control area extension (Anchorage, Alaska).
601.1399 Control area extension (Clovis, N. Mex.).
601.1400 Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).
601.1401 Control area extension (King Salmon, Alaska) (King Salmon-Adak route).
601.1402 Control area extension (Middleton Island, Alaska).
601.1403 Control area extension (Yakatoga, Alaska).
601.1404 Control area extension (Pierre, S. Dak.).
601.1405 Control area extension (Peru, Ind.).
601.1406 Control area extension (Milton, Fla.).
601.1407 Control area extension (Crestview, Fla.).
601.1408 Control area extension (Miami, Fla.).
601.1409 Control area extension (Huntsville, Ala.).
601.1410 Control area extension (Portsmouth, N. H.).
601.1411 Control area extension (Iwo Jima, Volcano Islands).
601.1412 Control area extension (Marysville, Calif.).
601.1413 Control area extension (Eniwetok Island).
601.1415 Control area extension (Fortuna, Calif.).
601.1416 Control area extension (Salt Lake City, Utah).
601.1417 Control area extension (El Dorado, Ark.).
601.1418 Control area extension (Hoquiam, Wash.).
601.1419 Control area extension (Newport, Oreg.).
601.1420 Control area extension (North Bend, Oreg.).
601.1421 Control area extension (Goldsboro, N. C.).
601.1422 Control area extension (Duluth, Minn.).
601.1423 Control area extension (Oahu, T. H.).

Sec.
601.1424 Control area extension (Rocky Mount, N. C.).
601.1425 Control area extension (Alpena, Mich.).
601.1426 Control area extension (Martha's Vineyard, Mass.).
601.1428 Control area extension (Gainesville, Fla.).
601.1429 Control area extension (Camp Douglas, Wis.).
601.1430 Control area extension (Wichita Falls, Tex.).
601.1432 Control area extension (Billings, Mont.).
601.1433 Control area extension (Ephrata, Wash.).
601.1434 Control area extension (Key West, Fla.).
601.1435 Control area extension (Peconic, L. I., N. Y.).
601.1436 Control area extension (San Bernardino, Calif.).
601.1437 Control area extension (Richmond, Ind.).
601.1438 Control area extension (Kahului, Maui, T. H.).
601.1439 Control area extension (Battle Mountain, Nev.).
601.1440 Control area extension (Williams, Ariz.).
601.1441 Control area extension (Tucson, Ariz.).
601.1442 Control area extension (Fort Bridger, Wyo.).
601.1443 Control area extension (Bryce Canyon, Utah.).
601.1444 Control area extension (Truth or Consequences, N. Mex.).
601.1445 Control area extension (Neah Bay, Wash.).
601.1446 Control area extension (Pendleton, Oreg.).
601.1447 Control area extension (New Orleans, La.).
601.1448 Control area extension (Vero Beach, Fla.).
601.1450 Control area extension (South Boston, Va.).
601.1451 Control area extension (Tonopah, Nev.).
601.1454 Control area extension (Miami, Fla.).
601.1455 Control area extension (Las Vegas, Nev.).

Subpart D—Control Zones

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three mile radius zones.
601.1984 Five mile radius zones.

ADDITIONAL CONTROL ZONES

601.2001 Albany, N. Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N. Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N. H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N. J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R. I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N. Y., control zone.
601.2022 Washington, D. C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex., control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex., control zone.
601.2028 El Paso, Tex., control zone.

Sec.
601.2029 Fort Worth, Tex., control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Smyrna, Tenn., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2045 Colorado Springs, Colo., control zone.
601.2046 Columbia, Mo., control zone.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Quincy, Ill., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2058 La Junta, Colo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Pellston, Mich., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Rawlings, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Edenton, N. C., control zone.
601.2079 Watertown, S. Dak., control zone.
601.2080 Wichita, Kans., control zone.
601.2081 Jacksonville, N. C., control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Belleville, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 Lafayette, Ind., control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Hampton Roads, Va., control zone.

Sec.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Dend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N. C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S. C., control zone.
601.2135 Charlotte, N. C., control zone.
601.2136 Newport News, Va., control zone.
601.2137 Columbia, S. C., control zone.
601.2138 Crestview, Fla., control zone.
601.2139 Cross City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S. C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N. C., control zone.
601.2145 Greenville, S. C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Waterloo, Iowa, control zone.
601.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Grandview, Mo., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N. C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S. C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N. C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N. J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Ontario, Calif., control zone.
601.2193 Kahului, Maui, T. H., control zone.
601.2194 Hilo, Hawaii, T. H., control zone.
601.2195 Windsor Locks, Conn., control zone.
601.2196 Wilmington, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpelier, Vt., control zone.
601.2199 Syracuse, N. Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N. Y., control zone.

Sec.
601.2207 White Plains, N. Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Beeville, Tex., control zone.
601.2212 Sumter, S. C., control zone.
601.2213 Salina, Kans., control zone.
601.2214 Goodland, Kans., control zone.
601.2215 San Juan, P. R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Cedar Rapids, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S. C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.
601.2227 Dover, Del., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R. I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Truth or Consequences, N. Mex., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 Dyersburg, Tenn., control zone.
601.2238 New York, N. Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N. Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 El Toro, Calif., control zone.
601.2253 Sedalia, Mo., control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aguadilla, P. R., control zone.
601.2256 Parkersburg, W. Va., control zone.
601.2257 Rantoul, Ill., control zone.
601.2258 Wichita Falls, Tex., control zone.
601.2259 Kodiak, Alaska, control zone.
601.2260 Fort Smith, Ark., control zone.
601.2261 Yakataga, Alaska, control zone.
601.2262 Honolulu, T. H., control zone.
601.2263 Lafayette, La., control zone.
601.2264 Spokane, Wash., control zone.
601.2265 Wright-Patterson AFB, Ohio, control zone.
601.2266 Springfield, Ohio, control zone.
601.2267 Baltimore, Md., control zone.
601.2268 Ottumwa, Iowa, control zone.
601.2269 Fort Dix, N. J., control zone.
601.2270 Enid, Okla., control zone.
601.2271 Saginaw, Mich., control zone.
601.2272 Wake Island control zone.
601.2273 Cincinnati, Ohio, control zone.
601.2275 Pensacola, Fla., control zone.
601.2276 Westover, Mass., control zone.
601.2277 Carlsbad, N. Mex., control zone.
601.2278 New Bedford, Mass., control zone.
601.2279 Anchorage, Alaska, control zone.
601.2280 Hobbs, N. Mex., control zone.
601.2281 Tacoma, Wash., control zone.
601.2282 Mt. Clemens, Mich., control zone.
601.2283 Atlanta, Ga., control zone.
601.2284 Traverse City, Mich., control zone.
601.2285 Victorville, Calif., control zone.
601.2286 Columbus, Ga., control zone.
601.2287 San Antonio, Tex., control zone.
601.2288 Longview, Tex., control zone.
601.2289 Houghton, Mich., control zone.
601.2290 Grand Marais, Mich., control zone.
601.2291 Sault Ste. Marie, Mich., control zone.
601.2292 Oceana, Va., control zone.
601.2293 Chicago, Ill., control zone.
601.2294 Nantucket, Mass., control zone.

Sec.
601.2295 Camp Springs, Md., control zone.
601.2296 Valparaiso, Fla., control zone.
601.2297 Jackson, Mich., control zone.
601.2298 Omaha, Nebr., control zone.
601.2299 Limestone, Maine, control zone.
601.2300 Upolu Point, Hawaii, T. H., control zone.
601.2301 Waco, Tex., control zone.
601.2302 Willow Grove, Pa., control zone.
601.2303 Great Falls, Mont., control zone.
601.2304 Binghamton, N. Y., control zone.
601.2305 Lawton, Okla., control zone.
601.2306 Paducah, Ky., control zone.
601.2307 Brunswick, Maine, control zone.
601.2308 Valdosta, Ga., control zone.
601.2309 Valdosta, Ga., control zone.
601.2310 Oscoda, Mich., control zone.
601.2311 San Antonio, Tex., control zone.
601.2312 Columbus, Ind., control zone.
601.2313 Pittsburgh, Pa., control zone.
601.2314 College Station, Tex., control zone.
601.2315 San Bernardino, Calif., control zone.
601.2316 Marianna, Fla., control zone.
601.2317 Tuscaloosa, Ala., control zone.
601.2318 Myrtle Beach, S. C., control zone.
601.2319 Malden, Mo., control zone.
601.2320 Midland, Tex., control zone.
601.2321 Oxnard, Calif., control zone.
601.2322 Fort Worth, Tex., control zone.
601.2323 Grand Prairie, Tex., control zone.
601.2324 New Bern, N. C., control zone.
601.2325 Hyannis, Mass., control zone.
601.2326 Martha's Vineyard, Mass., control zone.
601.2327 Baton Rouge, La., control zone.
601.2328 Manchester, N. H., control zone.
601.2329 Gage, Okla., control zone.
601.2330 Alexandria, La., control zone.
601.2331 Lake Charles, La., control zone.
601.2332 Beaumont, Tex., control zone.
601.2333 Palacios, Tex., control zone.
601.2334 Alice, Tex., control zone.
601.2335 Eau Claire, Wis., control zone.
601.2336 Green Bay, Wis., control zone.
601.2337 Wausau, Wis., control zone.
601.2338 Phoenix, Ariz., control zone.
601.2339 Douglas, Ariz., control zone.
601.2340 Sanford, Fla., control zone.
601.2341 Utica, N. Y., control zone.
601.2342 Ardmore, Okla., control zone.
601.2343 Pine Bluff, Ark., control zone.
601.2344 Gulfport, Miss., control zone.
601.2345 Calverton, N. Y., control zone.
601.2346 Guam Island control zone.
601.2347 Guam Island control zone.
601.2348 Midway Island control zone.
601.2349 Kwajalein Island control zone.
601.2350 Childress, Tex., control zone.
601.2351 Cotulla, Tex., control zone.
601.2352 Dalhart, Tex., control zone.
601.2353 Lufkin, Tex., control zone.
601.2354 Texarkana, Ark., control zone.
601.2355 Walnut Ridge, Ark., control zone.
601.2356 Hobart, Okla., control zone.
601.2357 Brunswick, Ga., control zone.
601.2358 Clovis, N. Mex., control zone.
601.2359 McComb, Miss., control zone.
601.2360 South Weymouth, Mass., control zone.
601.2361 Grosse Ile, Mich., control zone.
601.2362 Merced, Calif., control zone.
601.2363 Elizabeth City, N. C., control zone.
601.2364 Hopkinsville, Ky., control zone.
601.2365 Salem, Oreg., control zone.
601.2366 Riverside, Calif., control zone.
601.2367 Fort Bragg, N. C., control zone.
601.2368 Sault Ste. Marie, Mich., control zone.
601.2369 Sacramento, Calif., control zone.
601.2371 Plattsburg, N. Y., control zone.
601.2372 Asheville, N. C., control zone.
601.2373 Atlanta, Ga., control zone.
601.2374 Billings, Mont., control zone.
601.2375 Islip, N. Y., control zone.
601.2376 Little Rock, Ark., control zone.
601.2377 Shreveport, La., control zone.
601.2378 Peru, Ind., control zone.
601.2379 Beaufort, S. C., control zone.
601.2380 Altus, Okla., control zone.

Sec.
601.2381 Homestead, Fla., control zone.
601.2382 Huntsville, Ala., control zone.
601.2383 Memphis, Tenn., control zone.
601.2384 Blytheville, Ark., control zone.
601.2385 Mojave, Calif., control zone.
601.2386 Mountain Home, Idaho, control zone.
601.2387 San Antonio, Tex., control zone.
601.2388 Miramar, Calif., control zone.
601.2389 Portsmouth, N. H., control zone.
601.2390 North, S. C., control zone.
601.2391 Kaneohe, Oahu, T. H., control zone.
601.2392 Elmira, N. Y., control zone.
601.2393 Watertown, N. Y., control zone.
601.2394 Niagara Falls, N. Y., control zone.
601.2396 Everett, Wash., control zone.
601.2397 Schnectady, N. Y., control zone.
601.2398 El Dorado, Ark., control zone.
601.2399 Del Rio, Tex., control zone.
601.2400 La Grange, Ga., control zone.
601.2401 Findlay, Ohio, control zone.
601.2402 Hickory, N. C., control zone.
601.2403 Fort Rucker, Ala., control zone.
601.2404 Harlingen, Tex., control zone.
601.2405 Junction, Tex., control zone.
601.2406 Rocky Mount, N. C., control zone.
601.2407 Alpena, Mich., control zone.
601.2408 Camp Douglas, Wis., control zone.
601.2409 Goldsboro, N. C., control zone.
601.2410 Pocatello, Idaho, control zone.
601.2411 Clinton, Okla., control zone.
601.2412 Mineral Wells, Tex., control zone.
601.2413 Hoquiam, Wash., control zone.
601.2414 Chandler, Ariz., control zone.
601.2415 San Jose, Calif., control zone.
601.2416 Sherman, Tex., control zone.
601.2417 Atlanta, Ga., control zone.
601.2418 Chicago, Ill., control zone.
601.2419 Wilkes-Barre, Pa., control zone.
601.2420 Santa Monica, Calif., control zone.
601.2421 Bradford, Pa., control zone.
601.2422 Farmington, N. Mex., control zone.
601.2423 Killeen, Tex., control zone.
601.2425 Wichita, Kans., control zone.
601.2426 Lynchburg, Va., control zone.
601.2428 Butler, Mo., control zone.
601.2429 Vandalia, Ill., control zone.
601.2430 Emporia, Kans., control zone.
601.2431 Russell, Kans., control zone.
601.2432 Lamoni, Iowa, control zone.
601.2433 Philip, S. Dak., control ozne.
601.2434 Sidney, Nebr., control zone.
601.2435 Moses Lake, Wash., control zone.
601.2436 New Orleans, La., control zone.
601.2437 London, Ky., control zone.
601.2438 Greenville, Miss., control zone.
601.2439 Santa Maria, Calif., control zone.
601.2440 Seattle, Wash., control zone (Seattle-Tacoma International Airport).
601.2441 Seattle, Wash., control zone (Boeing Airport).
601.2442 Renton, Wash., control zone (Renton Airport).
601.2443 Fayetteville, N. C., control zone.
601.2444 Gulfport, Miss., control zone.

Subpart E—Colored Civil Airway Reporting Points

DESIGNATION OF REPORTING POINTS

601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (Patricia Bay, British Columbia to United States-Canadian Border via Millinocket, Maine).
601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green civil airway No. 3 (Oakland, Calif., to New York, N. Y.).
601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
601.4016 Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.).
601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).
601.4019 Green civil airway No. 9 (Hawaiian Islands).
601.4020 Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber civil airway No. 2 (Daggett, Calif., to Point Barrow, Alaska).
601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber civil airway No. 7 (Miami, Fla., to United States-Canadian Border).
601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).
601.4109 Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).
601.4110 Amber civil airway No. 10 (Hawaiian Islands).
601.4111 Amber civil airway No. 11 (Hawaiian Islands).
601.4112 Amber civil airway No. 12 (Hawaiian Islands).
601.4113 Amber civil airway No. 13 (Hawaiian Islands).
601.4115 Amber civil airway No. 15 (United States-Canadian Border to Annette Island, Alaska).

RED CIVIL AIRWAYS

601.4202 Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).
601.4203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
601.4204 Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex).
601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).
601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
601.4208 Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.)
601.4209 Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).
601.4210 Red civil airway No. 10 (Dallas, Tex., to Augusta, Ga.).
601.4211 Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).
601.4212 Red civil airway No. 12 (Chicago, Ill., to Detroit, Mich.).
601.4213 Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).
601.4214 Red civil airway No. 14 (Milwaukee, Wis., to Indianapolis, Ind.).
601.4215 Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).
601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).
601.4217 Red civil airway No. 17 (Rantal, Ill., to Baltimore, Md.).
601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
601.4219 Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).
601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
601.4221 Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).
601.4222 Red civil airway No. 22 (Mount Clemens, Mich., to Buffalo, N. Y.).
601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4225 Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).
601.4226 Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).
601.4227 Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).
601.4228 Red civil airway No. 28 (Chicago, Ill., to Detroit, Mich.).
601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
601.4231 Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).
601.4232 Red civil airway No. 32 (Austin, Tex., to Houston, Tex.).
601.4233 Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).
601.4234 Red civil airway No. 34 (Pulaski, Va., to Weeksville, N. C.).
601.4235 Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).
601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
601.4237 Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).
601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
601.4240 Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).
601.4241 Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).
601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245 Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).
601.4246 Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).
601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
601.4251 Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).
601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
601.4253 Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).
601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257 Red civil airway No. 57 (Akron, Ohio, to Youngstown, Ohio).
601.4258 Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).
601.4259 Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).
601.4260 Red civil airway No. 60 (Oakland, Calif., to Stockton, Calif.).
601.4261 Red civil airway No. 61 (Butler, Pa., to Johnstown, Pa.).
601.4263 Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).
601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265 Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).
601.4267 Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).
601.4268 Red civil airway No. 68 (Palo Pinto, Tex., to Shreveport, La.).
601.4269 Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).
601.4270 Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).
601.4271 Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).
601.4272 Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).
601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).

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601.4274 Red civil airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).

601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).

601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).

601.4277 Red civil airway No. 77 (Richmond, Va., to Atlantic City, N. J.).

601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).

601.4279 Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).

601.4280 Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).

601.4281 Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).

601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).

601.4283 Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).

601.4284 Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).

601.4286 Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).

601.4287 Red civil airway No. 87 (Hawaiian Islands).

601.4288 Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs, N. Mex.).

601.4289 Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.).

601.4290 Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.).

601.4291 Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.).

601.4292 Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border).

601.4294 Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.).

601.4295 Red civil airway No. 95 (Elmira, N. Y. to Utica, N. Y.).

601.4296 Red civil airway No. 96 (Lake Charles, La., to Baton Rouge, La.).

601.4297 Red civil airway No. 97 (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).

601.4299 Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska).

601.4300 Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)

601.4302 Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.).

601.4303 Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska).

601.4304 Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.).

601.4305 Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.).

601.4306 Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.).

601.4307 Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.).

601.4308 Red civil airway No. 108 (Corinne, Utah, to Fort Bridger, Wyo.).

601.4309 Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.).

601.4312 Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.).

601.4313 Red civil airway No. 113 (Hawaiian Islands).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.).

601.4602 Blue civil airway No. 2 (San Diego, Calif., to Oceanside, Calif.).

601.4603 Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.).

601.4604 Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border).

601.4605 Blue civil airway No. 5 (Waco, Tex., to Wichita, Kans.).

601.4606 Blue civil airway No. 6 (Springfield, Ill., to Muskeon, Mich.).

601.4607 Blue civil airway No. 7 (Altamont, Calif., to Williams, Calif.).

601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).

601.4609 Blue civil airway No. 9 (Rochester, Minn., to United States-Canadian Border).

601.4610 Blue civil airway No. 10 (Oakland, Calif., to Red Bluff, Calif.).

601.4612 Blue civil airway No. 12 (McGrath, Alaska, to Galena, Alaska).

601.4613 Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa).

601.4614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).

601.4615 Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio).

601.4616 Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.).

601.4617 Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine).

601.4618 Blue civil airway No. 18 (Paterson, N. J., to Burlington, Vt.).

601.4619 Blue civil airway No. 19 (Key West, Fla., to Melbourne, Fla.).

601.4620 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).

601.4621 Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.).

601.4622 Blue civil airway No. 22 (Delta, Utah, to Malad City, Idaho).

601.4623 Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.).

601.4624 Blue civil airway No. 24 (Brookley AFB, Ala., to Axis, Ala.).

601.4625 Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska).

601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).

601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).

601.4628 Blue civil airway No. 28 (Columbia, S. C., to Bull's Gap, Tenn.).

601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).

601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.).

601.4631 Blue civil airway No. 31 (Burlington, Iowa, to Moline, Ill.).

601.4632 Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).

601.4633 Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).

601.4634 Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).

601.4635 Blue civil airway No. 35 (San Diego, Calif., to Oceanside, Calif.).

601.4636 Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).

601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).

601.4638 Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).

601.4639 Blue civil airway No. 39 (Augusta, Ga., to Elmira, N. Y.).

601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).

601.4641 Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).

601.4642 Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).

601.4643 Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).

601.4644 Blue civil airway No. 44 (Dundee, Mich., to United States-Canadian Border).

601.4645 Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).

601.4647 Blue civil airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).

601.4648 Blue civil airway No. 48 (Key West, Fla., to Miami, Fla.).

601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).

601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).

601.4652 Blue civil airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).

601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).

601.4654 Blue civil airway No. 54 (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.).

601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).

601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).

601.4658 Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.).

601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).

601.4663 Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).

601.4664 Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).

601.4665 Blue civil airway No. 65 (Shuyak, Alaska, to Homer, Alaska).

601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).

601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

601.4668 Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).

601.4671 Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).

601.4675 Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).

601.4676 Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).

601.4679 Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).

601.4680 Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).

601.4684 Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).

601.4685 Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).

601.4686 Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).

601.4687 Blue civil airway No. 87 (Knoxville, Tenn., to Dayton, Ohio).

OTHER REPORTING POINTS

601.5001 Other reporting points.

Subpart F—VOR Civil Airway Control Areas

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

601.6001 VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).

601.6002 VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).

601.6003 VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).

601.6004 VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).

601.6005 VOR civil airway No. 5 control areas (Jackson, Fla., to London, Ontario).

601.6006 VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).

601.6007 VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).

601.6008 VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).

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601.6009 VOR civil airway No. 9 control areas (New Orleans, La., to Green Bay, Wis.).

601.6010 VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).

601.6011 VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).

601.6012 VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).

601.6013 VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).

601.6014 VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).

601.6015 VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).

601.6016 VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).

601.6017 VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).

601.6018 VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).

601.6019 VOR civil airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.).

601.6020 VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).

601.6021 VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).

601.6022 VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).

601.6023 VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).

601.6024 VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Lone Rock, Wis.).

601.6025 VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).

601.6026 VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).

601.6027 VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).

601.6028 VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).

601.6029 VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).

601.6030 VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).

601.6031 VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).

601.6032 VOR civil airway No. 32 control areas (Battle Mountain, Nev., to Fort Bridger, Wyo.).

601.6033 VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).

601.6034 VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).

601.6035 VOR civil airway No. 35 control areas (Key West, Fla., to Syracuse, N. Y.).

601.6036 VOR civil airway No. 36 control areas (Toronto, Ont., to New York, N. Y.).

601.6037 VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).

601.6038 VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).

601.6039 VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).

601.6040 VOR civil airway No. 40 control areas (Cleveland, Ohio, to Pittsburgh, Pa.).

601.6041 VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).

601.6042 VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.).

601.6043 VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).

601.6044 VOR civil airway No. 44 control areas (Centralia, Ill., to Baltimore, Md.).

601.6045 VOR civil airway No. 45 control areas (New Bern, N. C., to Saginaw, Mich.).

601.6046 VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).

601.6047 VOR civil airway No. 47 control areas (Bowling Green, Ky., to Detroit, Mich.).

601.6048 VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).

601.6049 VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).

601.6050 VOR civil airway No. 50 control areas (St. Joseph, Mo., to Dayton, Ohio).

601.6051 VOR civil airway No. 51 control areas (Key West, Fla., to Chicago, Ill.).

601.6052 VOR civil airway No. 52 control areas (Des Moines, Iowa, to Evansville, Ind.).

601.6053 VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Ill.).

601.6054 VOR civil airway No. 54 to control areas (Quitman, Tex., to Charlotte, N. C.).

601.6055 VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).

601.6056 VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).

601.6057 VOR civil airway No. 57 control areas (Evergreen, Ala., to Hamilton, Ohio).

601.6058 VOR civil airway No. 58 control areas (Elwood City, Pa., to Hartford, Conn.).

601.6059 VOR civil airway No. 59 control areas (Pulaski, Va., to Cleveland, Ohio).

601.6060 VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).

601.6061 VOR civil airway No. 61 control areas (Bridgeport, Tex., to Lawton, Okla.).

601.6062 VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Abilene, Tex.).

601.6063 VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).

601.6064 VOR civil airway No. 64 control areas (Los Angeles, Calif., to Blythe, Calif.).

601.6065 VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).

601.6066 VOR civil airway No. 66 control areas (San Diego, Calif., to Charlotte, N. C.).

601.6067 VOR civil airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.).

601.6068 VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).

601.6069 VOR civil airway No. 69 control areas (Shreveport, La., to Chicago, Ill.).

601.6070 VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Allendale, S. C.).

601.6071 VOR civil airway No. 71 control areas (Flippin, Ark., to Kansas City, Mo.).

601.6072 VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.).

601.6073 VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).

601.6074 VOR civil airway No. 74 control areas (Hugo, Colo., to Pine Bluff, Ark.).

601.6075 VOR civil airway No. 75 control areas (Petersburg, Va., to Cleveland, Ohio).

601.6076 VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).

601.6077 VOR civil airway No. 77 control areas (Cotulla, Tex., to Des Moines, Iowa).

601.6078 VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).

601.6079 VOR civil airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.).

601.6080 VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).

601.6081 VOR civil airway No. 81 control areas (Midland, Tex., to Salt Lake City, Utah).

601.6082 VOR civil airway No. 82 control areas (Minneapolis, Minn., to Nodine, Minn.).

601.6083 VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Kiowa, Colo.).

601.6084 VOR civil airway No. 84 control areas (Shabonna, Ill., to Syracuse, N. Y.).

601.6085 VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).

601.6086 VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).

601.6087 VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).

601.6088 VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).

601.6089 VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).

601.6090 VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).

601.6091 VOR civil airway No. 91 control areas (New York, N. Y., to Montreal, Quebec).

601.6092 VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).

601.6093 VOR civil airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine).

601.6094 VOR civil airway No. 94 control areas (Casa Grande, Ariz., to Monroe, La.).

601.6095 VOR civil airway No. 95 control areas (Phoenix, Ariz., to Farmington, N. Mex.).

601.6096 VOR civil airway No. 96 control areas (Kokomo, Ind., to Waterville, Ohio).

601.6097 VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).

601.6098 VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).

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601.6099	VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.).
601.6100	VOR civil airway No. 100 control areas (Rock River, Wyo., to Detroit, Mich.).
601.6101	VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).
601.6102	VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).
601.6103	VOR civil airway No. 103 control areas (Greensboro, N. C., to Windsor, Ontario).
601.6104	VOR civil airway No. 104 control areas (Ottawa, Ont., to Plattsburg, N. Y.).
601.6105	VOR civil airway No. 105 control areas (Phoenix, Ariz., to Reno, Nev.).
601.6106	VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).
601.6107	VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).
601.6108	VOR civil airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.).
601.6109	VOR civil airway No. 109 control areas (Panoche, Calif., to Oakland, Calif.).
601.6110	VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamont, Calif.).
601.6111	VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).
601.6112	VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).
601.6113	VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).
601.6114	VOR civil airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.).
601.6115	VOR civil airway No. 115 control areas (Crestview, Fla., to Buffalo, N. Y.).
601.6116	VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).
601.6117	VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).
601.6118	VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).
601.6119	VOR civil airway No. 119 control areas (Huntington, W. Va., to Rochester, N. Y.).
601.6120	VOR civil airway No. 120 control areas (Mullan Pass, Mont., to Miles City, Mont.).
601.6121	VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).
601.6122	VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).
601.6123	VOR civil airway No. 123 control areas (Washington, D. C., to Westfield, Mass.).
601.6125	VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).
601.6126	VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).
601.6127	VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).
601.6128	VOR civil airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.).
601.6129	VOR civil airway No. 129 control areas (Polo, Ill., to Eau Claire, Wis.).
601.6130	VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).
601.6131	VOR civil airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.).
601.6132	VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.).
601.6133	VOR civil airway No. 133 control areas (Charlotte, N. C., to Traverse City, Mich.).
601.6134	VOR civil airway No. 134 control areas (Evergreen, Ala., to Athens, Ga.).
601.6135	VOR civil airway No. 135 control areas (Yuma, Ariz., to Tonopah, Nev.).
601.6136	VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).
601.6137	VOR civil airway No. 137 control areas (Thermal, Calif., to Ukiah, Calif.).
601.6138	VOR civil airway No. 138 control areas (Rock River, Wyo., to Fort Dodge, Iowa).
601.6139	VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).
601.6140	VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).
601.6141	VOR civil airway No. 141 control areas (Nantucket, Mass., to Massena, N. Y.).
601.6142	VOR civil airway No. 142 control areas (Buffalo, N. Y., to Rochester, N. Y.).
601.6143	VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).
601.6144	VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).
601.6145	VOR civil airway No. 145 control areas (Watertown, N. Y., to the United States-Canadian Border).
601.6146	VOR civil airway No. 146 control areas (Wilkes-Barre, Pa., to Providence, R. I.).
601.6147	VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).
601.6148	VOR civil airway No. 148 control areas (Denver, Colo., to Minneapolis, Minn.).
601.6149	VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).
601.6150	VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno, Nev.).
601.6151	VOR civil airway No. 151 control areas (Providence, R. I., to Lebanon, N. H.).
601.6152	VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.6153	VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).
601.6154	VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).
601.6155	VOR civil airway No. 155 control areas (Raleigh, N. C., to Washington, D. C.).
601.6156	VOR civil airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.).
601.6157	VOR civil airway No. 157 control areas (Key West, Fla., to Richmond, Va.).
601.6158	VOR civil airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.).
601.6159	VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.).
601.6160	VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).
601.6161	VOR civil airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.).
601.6162	VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).
601.6163	VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).
601.6164	VOR civil airway No. 164 control areas (Buffalo, N. Y., to New York, N. Y.).
601.6165	VOR civil airway No. 165 control areas (Long Beach, Calif., to Bakersfield, Calif.).
601.6166	VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.).
601.6167	VOR civil airway No. 167 control areas (New York, N. Y., to Providence, R. I.).
601.6168	VOR civil airway No. 168 control areas (Rock River, Wyo., to O'Neill, Nebr.).
601.6169	VOR civil airway No. 169 control areas (Tobe, Colo., to Rapid City, S. Dak.).
601.6170	VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).
601.6171	VOR civil airway No. 171 control areas (Louisville, Ky., to Alexandria, Minn.).
601.6172	VOR civil airway No. 172 control areas (Denver, Colo., to Chicago, Ill.).
601.6173	VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).
601.6174	VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.).
601.6175	VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).
601.6176	VOR civil airway No. 176 control areas (Memphis, Tenn., to Birmingham, Ala.).
601.6177	VOR civil airway No. 177 control areas (Fort Wayne, Ind., to Janesville, Wis.).
601.6178	VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).
601.6179	VOR civil airway No. 179 control areas (Paducah, Ky., to Bible Grove, Ill.).
601.6180	VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).
601.6181	VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.6182	VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).
601.6183	VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).
601.6184	VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).
601.6185	VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).
601.6186	VOR civil airway No. 186 control areas (St. Louis, Mo. to Vandalia, Ill.).
601.6187	VOR civil airway No. 187 control areas (Albuquerque, N. Mex., to Billings, Mont.).
601.6188	VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).
601.6190	VOR civil airway No. 190 control areas (Phoenix, Ariz., to Grants, N. Mex.).

Sec.
601.6191 VOR civil airway No. 191 control areas (Memphis, Tenn., to Milwaukee, Wis.).
601.6192 VOR civil airway No. 192 control areas (Zuni, N. Mex., to Tucumcari, N. Mex.).
601.6193 VOR civil airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.).
601.6194 VOR civil airway No. 194 control areas (Lafayette, La., to Norfolk, Va.).
601.6195 VOR civil airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.).
601.6196 VOR civil airway No. 196 control areas (Tupper Lake, N. Y., to Plattsburgh, N. Y.).
601.6197 VOR civil airway No. 197 control areas (Las Vegas, N. Mex., to Pueblo, Colo.).
601.6198 VOR civil airway No. 198 control areas (San Simon, Ariz., to Houston, Tex.).
601.6199 VOR civil airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.).
601.6200 VOR civil airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.).
601.6201 VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).
601.6202 VOR civil airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.).
601.6203 VOR civil airway No. 203 control areas (Norwich, Conn., to Massena, N. Y.).
601.6204 VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).
601.6205 VOR civil airway No. 205 control areas (Springfield, Mo., to Sioux City, Iowa).
601.6206 VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).
601.6207 VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).
601.6208 VOR civil airway No. 208 control areas (Los Angeles, Calif., to Peach Springs, Ariz.).
601.6209 VOR civil airway No. 209 control areas (Mobile, Ala., to Tuscaloosa, Ala.).
601.6210 VOR civil airway No. 210 control areas (Los Angeles, Calif., to Wheeling, W. Va.).
601.6211 VOR civil airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.).
601.6212 VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).
601.6213 VOR civil airway No. 213 control areas (Myrtle Beach, S C., to Tappahannock, Va.).
601.6214 VOR civil airway No. 214 control areas (Columbus, Ohio, to Pittsburgh, Pa.).
601.6215 VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).
601.6216 VOR civil airway No. 216 control areas (Lamar, Colo., to Saginaw, Mich.).
601.6217 VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).
601.6218 VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).
601.6219 VOR civil airway No. 219 control areas (Ogden, Utah, to Malad City, Idaho).
601.6220 VOR civil airway No. 220 control areas (Kremmling, Colo., to Wolbach, Nebr.).

Sec.
601.6221 VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).
601.6222 VOR civil airway No. 222 control areas (El Paso, Tex., to Gordonsville, Va.).
601.6223 VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).
601.6224 VOR civil airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).
601.6225 VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).
601.6226 VOR civil airway No. 226 control areas (Willimasport, Pa., to New York, N. Y.).
601.6227 VOR civil airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.).
601.6228 VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.).
601.6229 VOR civil airway No. 229 control areas (Wilmington, N. C., to Cofield, N. C.).
601.6230 VOR civil airway No. 230 control areas (Salina, Calif., to Fresno, Calif.).
601.6231 VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).
601.6232 VOR civil airway No. 232 control areas (Cleveland, Ohio, to Stroudsburg, Pa.).
601.6233 VOR civil airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa).
601.6234 VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.).
601.6235 VOR civil airway No. 235 control areas (Provo, Utah, to Fort Bridger, Wyo.).
601.6236 VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah).
601.6237 VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).
601.6238 VOR civil airway No. 238 control areas (Philipsburg, Pa., to Atlantic City, N. J.).
601.6239 VOR civil airway No. 239 control areas (Wildwood, N. J., to Newark, N. J.).
601.6240 VOR civil airway No. 240 control areas (New Orleans, La., to Mobile, Ala.).
601.6241 VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).
601.6242 VOR civil airway No. 242 control areas (Mobile, Ala., to Brookley AFB, Ala.).
601.6243 VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.).
601.6244 VOR civil airway No. 244 control areas (Oakland, Calif., to Hanksville, Utah).
601.6245 VOR civil airway No. 245 control areas (Goffs, Calif., to Las Vegas, Nev.).
601.6246 VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio).
601.6247 VOR civil airway No. 247 control areas (Scottsbluff, Nebr., to Crazy Woman, Wyo.).
601.6248 VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).
601.6249 VOR civil airway No. 249 control areas (Caldwell, N. J., to Utica, N. Y.).
601.6250 VOR civil airway No. 250 control areas (Imperial, Pa., to Clarion, Pa.).

Sec.
601.6251 VOR civil airway No. 251 control areas (Washington, D. C., to New York, N. Y.).
601.6252 VOR civil airway No. 252 control areas (Buffalo, N. Y., to New York, N. Y.).
601.6253 VOR civil airway No. 253 control areas (Provo, Utah, to Boise, Idaho).
601.6254 VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.).
601.6255 VOR civil airway No. 255 control areas (Burlington, Iowa, to Jamesville, Wis.).
601.6256 VOR civil airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.).
601.6257 VOR civil airway No. 257 control areas (Drake, Ariz., to Delta, Utah).
601.6258 VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.).
601.6259 VOR civil airway No. 259 control areas (Charlotte, N. C., to Tri-City, Tenn.).
601.6260 VOR civil airway No. 260 control areas (Charleston, W. Va., to Richmond, Va.).
601.6261 VOR civil airway No. 261 control areas (Pulaski, Va., to Beckley, W. Va.).
601.6262 VOR civil airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.).
601.6263 VOR civil airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.).
601.6264 VOR civil airway No. 264 control areas (Los Angeles, Calif., to Prescott, Ariz.).
601.6265 VOR civil airway No. 265 control areas (Washington, D. C., to Dunkirk, N. Y.).
601.6266 VOR civil airway No. 266 control areas (Hickory, N. C., to Franklin, Va.).
601.6267 VOR civil airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.).
601.6268 VOR civil airway No. 268 control areas (Keymar, Md., to Baltimore, Md.).
601.6269 VOR civil airway No. 269 control areas (Wells, Nev., to Dubois, Idaho).
601.6270 VOR civil airway No. 270 control areas (Erie, Pa., to Chester, Mass.).
601.6271 VOR civil airway No. 271 control areas (Bonneville, Utah, to Burley, Idaho).
601.6272 VOR civil airway No. 272 control areas (Sayre, Okla., to Oklahoma City, Okla.).
601.6273 VOR civil airway No. 273 control areas (Downsville, N. Y., to Syracuse, N. Y.).
601.6274 VOR civil airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.).
601.6275 VOR civil airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.).
601.6276 VOR civil airway No. 276 control areas (Navarre, Ohio, to Monmouth, N. J.).
601.6277 VOR civil airway No. 277 control areas (Plain City, Ohio, to Keeler, Mich.).
601.6278 VOR civil airway No. 278 control areas (Guthrie, Tex., to Birmingham, Ala.).
601.6279 VOR civil airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio).
601.6280 VOR civil airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.).

Sec.
601.6281 VOR civil airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.).
601.6282 VOR civil airway No. 282 control areas (Brandon, N. Y., to Montreal, Quebec).
601.6283 VOR civil airway No. 283 control areas (Redmond, Oreg., to Newberg, Oreg.).
601.6284 VOR civil airway No. 284 control areas (Fort Stockton, Tex., to San Angelo, Tex.).
601.6285 VOR civil airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.).
601.6286 VOR civil airway No. 286 control areas (Front Royal, Va., to Cape Charles, Va.).
601.6287 VOR civil airway No. 287 control areas (North Bend, Oreg., to Newberg, Oreg.).
601.6288 VOR civil airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.).
601.6289 VOR civil airway No. 289 control areas (Beaumont, Tex., to Texarkana, Ark.).
601.6290 VOR civil airway No. 290 control areas (Charleston; W. Va., to Montebello, Va.).
601.6291 VOR civil airway No. 291 control areas (Prescott, Ariz., to Tuba City, Ariz.).
601.6292 VOR civil airway No. 292 control areas (Hartford, Conn., to Boston, Mass.).
601.6293 VOR civil airway No. 293 control areas (West Palm Beach, Fla., to St. Petersburg, Fla.).
601.6294 VOR civil airway No. 294 control areas (Des Moines, Iowa, to Cedar Rapids, Iowa).
601.6295 VOR civil airway No. 295 control areas (Miami, Fla., to Cross City, Fla.).
601.6296 VOR civil airway No. 296 control areas (Asheville, N. C., to Charlotte, N. C.).
601.6297 VOR civil airway No. 297 control areas (Mansfield, Ohio, to Carleton, Mich.).
601.6298 VOR civil airway No. 298 control areas (Dubois, Idaho, to Casper, Wyo.).
601.6299 VOR civil airway No. 299 control areas (Los Angeles, Calif., to Bakersfield, Calif.).
601.6300 VOR civil airway No. 300 control areas (Sault Ste. Marie, Mich., to Toronto, Ont.).

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

601.6401 Hawaiian VOR civil airway No. 1 control areas.
601.6402 Hawaiian VOR civil airway No. 2 control areas.
601.6403 Hawaiian VOR civil airway No. 3 control areas.
601.6404 Hawaiian VOR civil airway No. 4 control areas.
601.6405 Hawaiian VOR civil airway No. 5 control areas.
601.6406 Hawaiian VOR civil airway No. 6 control areas.
601.6407 Hawaiian VOR civil airway No. 7 control areas.
601.6408 Hawaiian VOR civil airway No. 8 control areas.
601.6409 Hawaiian VOR civil airway No. 9 control areas.
601.6410 Hawaiian VOR civil airway No. 10 control areas.
601.6411 Hawaiian VOR civil airway No. 11 control areas.
601.6412 Hawaiian VOR civil airway No. 12 control areas.
601.6421 VOR civil airway No. 421 control areas (Truth or Consequences, N. Mex., to Farmington, N. Mex.).

Sec.
601.6422 VOR civil airway No. 422 control areas (Chicago, Ill., to Garrett, Ind.).
601.6423 VOR civil airway No. 423 control areas (Delta, Utah, to Malad City, Idaho).
601.6424 VOR civil airway No. 424 control areas (Blue Springs, Mo., to Macon, Mo.).
601.6425 VOR civil airway No. 425 control areas (Brookley, Ala., to Axis, Ala.).
601.6426 VOR civil airway No. 426 control areas (St. Louis, Mo., to Witt, Ill.).
601.6427 VOR civil airway No. 427 control areas (Newcomerstown, Ohio, to Navarre, Ohio).
601.6428 VOR civil airway No. 428 control areas (Elmira, N. Y., to Munnsville, N. Y.).
601.6429 VOR civil airway No. 429 control areas (Roberts, Ill., to Joliet, Ill.).
601.6430 VOR civil airway No. 430 control areas (Tiverton, Ohio, to Wheeling, W. Va.).
601.6431 VOR civil airway No. 431 control areas (Glens Falls, N. Y. to Plattsburgh, N. Y.).
601.6432 VOR civil airway No. 432 control areas (unassigned).
601.6433 VOR civil airway No. 433 control areas (Fresno, Calif., to Klamath Falls, Oreg.).

CONTROL AREA ALTERATIONS

601.6600 VOR civil airway No. 1500 control areas (San Francisco, Calif., to New York., N. Y.).
601.6602 VOR civil airway No. 1502 control areas (San Francisco, Calif., to New York, N. Y.).
601.6604 VOR civil airway No. 1504 control areas (San Francisco, Calif., to Washington, D. C.).
601.6606 VOR civil airway No. 1506 control areas (San Francisco, Calif., to Washington, D. C.).
601.6608 VOR civil airway No. 1508 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6610 VOR civil airway No. 1510 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6612 VOR civil airway No. 1512 control areas (Los Angeles, Calif., to New York, N. Y.).
601.6614 VOR civil airway No. 1514 control areas (San Francisco, Calif., to New York, N. Y.).
601.6616 VOR civil airway No. 1516 control areas (San Francisco, Calif., to Washington, D. C.).
601.6618 VOR civil airway No. 1518 control areas (Los Angeles, Calif., to Washington, D. C.).
601.6620 VOR civil airway No. 1520 control areas (Los Angeles, Calif., to Washington, D. C.).
601.6622 VOR civil airway No. 1522 control areas (Los Angeles, Calif., to Washington, D. C.).
601.6629 VOR civil airway No. 1529 control areas (Los Angeles, Calif., to United States-Canadian Border).
601.6631 VOR civil airway No. 1531 control areas (San Francisco, Calif., to U. S.-Canadian Border).
601.6633 VOR civil airway No. 1533 control areas (San Francisco, Calif., to U. S.-Canadian Border).
601.6635 VOR civil airway No. 1535 control areas (Lovelock, Nev., to United States-Canadian Border).

Subpart G—VOR Civil Airway Reporting Points

601.7001 Domestic VOR reporting points.
601.7002 Hawaiian VOR reporting points.

Subpart H—Continental Control Area

Sec.
601.7101 Designation of continental control area.

Subpart I—Designated Positive Control Route Segments

601.8001 Positive control route segments.

AUTHORITY: §§ 601.1 to 601.8001 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION

GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, reporting points, and positive control route segments in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Explanation of terms.* As used in this part, terms shall be defined as follows:

(a) The United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

(b) The continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(c) "Continental control area" shall mean the airspace at and above 24,000 feet, mean sea level, within the continental United States as designated in Subpart H of this part within which air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(d) "Control area" shall mean the airspace within an area designated in Subparts B, C and F of this part, extending upward from an altitude of 700 feet, above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(e) "Control zone" shall mean the airspace within an area designated in Subpart D of this part, extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of this title, for protection of air traffic.

(f) "Positive control route segment" shall mean the airspace, designated in Subpart I of this part, within which air traffic is controlled in accordance with the provisions of Special Civil Air Regulations 424 of Part 60 of this title.

(g) "Reporting point" shall mean a geographic location, designated in Subparts E and G of this part, in relation to which the position of an aircraft shall be reported in accordance with the requirements of § 60.47 of this title.

(h) "Mile" shall mean statute mile unless otherwise specified in this part.

(i) All bearings shall be true from the point of origin.

(j) "INT" shall mean intersection.

(k) "RBN" shall mean radio beacon.

(l) "VOR" shall mean very high frequency omnirange station.

(m) "RR" shall mean low or medium frequency radio range station.

(n) "VORTAC" shall mean collocated VOR and TACAN.

(o) "TACAN" shall mean military tactical air navigational aid.

(p) "CONSOLAN" shall mean low frequency long range navigational aid.

(q) "FM" shall mean fan marker.

(r) "ILS" shall mean instrument landing system.

(s) "TVOR" shall mean very high frequency terminal omnirange station.

(t) "OM" shall mean instrument landing system outer marker.

(u) "MM" shall mean instrument landing system middle marker.

(v) "Lat." shall mean latitude.

(w) "Long." shall mean longitude.

(x) "VHF" shall mean very high frequency.

(y) "N" shall mean North.

(z) "NE" shall mean Northeast.

(aa) "E" shall mean East.

(bb) "SE" shall mean Southeast.

(cc) "S" shall mean South.

(dd) "SW" shall mean Southwest.

(ee) "W" shall mean West.

(ff) "NW" shall mean Northwest.

CONTROL AREAS

§ 601.9 *Lateral extent of control areas.* Where a point or intersection prescribed in this part for designating a control area coincides with a point or intersection specified in designating the centerline of civil airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subparts B, C and F of this part. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

§ 601.10 *Designation of control areas.* The portions of the civil airways and control area extensions described in Subpart B, Subpart C, and Subpart F are designated as control areas.

SUBPART B—COLORED CIVIL AIRWAY CONTROL AREAS

GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas (Oakland, Calif., to New York, N. Y.).* All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.).* All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).* All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas (Alice, Tex., to Norfolk, Va.).* All of Green civil airway No. 6.

§ 601.17 *Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).* All of Green civil airway No. 7.

§ 601.18 *Green civil airway No. 8 control areas (Cold Bay, Alaska, to Northway, Alaska).* From a line extended at right angles across such airway through a point 50 miles southwest of the King Salmon, Alaska, radio range station to the Northway, Alaska, radio range station.

§ 601.19 *Green civil airway No. 9 control areas (Hawaiian Islands).* All of Green civil airway No. 9.

§ 601.20 *Green civil airway No. 10 control areas (United States-Canadian Border to Denver, Colo.).* All of Green civil airway No. 10.

AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).* All of Amber civil airway No. 1.

§ 601.102 *Amber civil airway No. 2 control areas (Daggett, Calif., to Point Barrow, Alaska).* All of Amber civil airway No. 2 within the continental limits of the United States. From the intersection of the northwest course of the Snag, Yukon Territory, Canada, radio range and the United States-Canadian Border to a line extended at right angles through a point 25 miles north of the Bettles, Alaska, radio range station.

§ 601.103 *Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).* All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).* All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).* All of Amber civil airway No. 5.

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).* All of Amber civil airway No. 6.

§ 601.107 *Amber civil airway No. 7 control areas (Miami, Fla., to United States-Canadian Border).* All of Amber civil airway No. 7.

§ 601.108 *Amber civil airway No. 8 control areas (Los Angeles, Calif., to Ellensburg, Wash.).* All of Amber civil airway No. 8.

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to Norfolk, Va.).* All of Amber civil airway No. 9.

§ 601.110 *Amber civil airway No. 10 control areas (Hawaiian Islands).* All of Amber civil airway No. 10.

§ 601.111 *Amber civil airway No. 11 control areas (Hawaiian Islands).* All of Amber civil airway No. 11.

§ 601.112 *Amber civil airway No. 12 control areas (Hawaiian Islands).* All of Amber civil airway No. 12.

§ 601.113 *Amber civil airway No. 13 control areas (Hawaiian Islands).* All of Amber civil airway No. 13.

§ 601.115 *Amber civil airway No. 15 control areas (United States-Canadian Border to Annette Island, Alaska).* All of Amber civil airway No. 15.

RED CIVIL AIRWAYS

§ 601.202 *Red civil airway No. 2 control areas (Sheridan, Wyo., to Rapid City, S. Dak.).* All of Red civil airway No. 2.

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).* All of Red civil airway No. 3.

§ 601.204 *Red civil airway No. 4 control areas (Las Vegas, N. Mex., to Tucumcari, N. Mex.).* All of Red civil airway No. 4.

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).* All of Red civil airway No. 5.

§ 601.206 *Red civil airway No. 6 control areas (Denver, Colo., to Omaha, Nebr.)* All of Red civil airway No. 6.

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).* All of Red civil airway No 7.

§ 601.208 *Red civil airway No. 8 control areas (Dayton, Ohio, to Newark, N. J.).* All of Red Civil airway No. 8.

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Casa Grande, Ariz.).* All of Red Civil airway No. 9.

§ 601.210 *Red civil airway No. 10 control areas (Dallas, Tex., to Augusta, Ga.).* All of Red civil airway No. 10.

§ 601.211 *Red civil airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).* All of Red civil airway No. 11.

§ 601.212 *Red civil airway No. 12 control areas (Chicago, Ill., to Detroit, Mich.).* All of Red civil airway No. 12.

§ 601.213 *Red civil airway No. 13 control areas (Wheeling, W. Va., to Boston, Mass.).* All of Red civil airway No. 13.

§ 601.214 *Red civil airway No. 14 control areas (Milwaukee, Wis., to Indianapolis, Ind.).* All of Red civil airway No. 14.

§ 601.215 *Red civil airway No. 15 control areas (Reno, Nev., to Phoenix, Ariz.).* All of Red civil airway No. 15.

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Raleigh, N. C.).* All of Red civil airway No. 16.

§ 601.217 *Red civil airway No. 17 control areas (Rantoul, Ill., to Baltimore, Md.).* All of Red civil airway No. 17.

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).* All of Red civil airway No. 18.

§ 601.219 *Red civil airway No. 19 control areas (Traverse City, Mich., to Norfolk, Va.)* All of Red civil airway No. 19.

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).* All of Red civil airway No. 20.

§ 601.221 *Red civil airway No. 21 control areas (New York, N. Y., to Boston, Mass.).* All of Red civil airway No. 21.

§ 601.222 *Red civil airway No. 22 control areas (Mount Clemens, Mich., to Buffalo, N. Y.).* All of Red civil airway No. 22.

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.).* All of Red civil airway No. 23.

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).* All of Red civil airway No. 24.

§ 601.225 *Red civil airway No. 25 control areas (United States-Canadian Border to Bangor, Maine).* All of Red civil airway No. 25.

§ 601.226 *Red civil airway No. 26 control areas (Petersburg, Va., to Corapeake, N. C.).* All of Red civil airway No. 26.

§ 601.227 *Red civil airway No. 27 control areas (Nenabank, Alaska, to Wolf Intersection, Alaska).* All of Red civil airway No. 27.

§ 601.228 *Red civil airway No. 28 control areas (Chicago, Ill., to Detroit Mich.).* All of Red civil airway No. 28.

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).* All of Red civil airway No. 30.

§ 601.231 *Red civil airway No. 31 controls areas (Cheyenne, Wyo., to La Crosse, Wis.).* All of Red civil airway No. 31.

§ 601.232 *Red civil airway No. 32 control areas (Austin, Tex., to Houston, Tex.).* All of Red civil airway No. 32.

§ 601.233 *Red civil airway No. 33 control areas (Norfolk, Va., to Boston, Mass.).* All of Red civil airway No. 33.

§ 601.234 *Red civil airway No. 34 control areas (Pulaski, Va., to Weeksville, N. C.).* All of Red civil airway No. 34.

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to St. Joseph, Mo.).* All of Red civil airway No. 35.

§ 601.236 *Red civil airway No. 36 control area (Rochester, Minn., to La Crosse, Wis.).* All of Red civil airway No. 36.

§ 601.237 *Red civil airway No. 37 control areas (Tyler, Tex., to Gordonsville, Va.).* All of Red civil airway No. 37.

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).* All of Red civil airway No. 39.

§ 601.240 *Red civil airway No. 40 control areas (Kodiak, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 40.

§ 601.241 *Red civil airway No. 41 control areas (Cape Spencer, Alaska, to Sisters Island, Alaska).* All of Red civil airway No. 41.

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).* All of Red civil airway No. 44.

§ 601.245 *Red civil airway No. 45 control areas (Blackstone, Va., to Lancaster, Pa.)* All of Red civil airway No. 45.

§ 601.246 *Red civil airway No. 46 control areas (United States-Canadian Border to Jamestown, N. Dak.).* All of Red civil airway No. 46.

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).* All of Red civil airway No. 49.

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).* All of Red civil airway No. 50.

§ 601.251 *Red civil airway No. 51 control areas (Blackstone, Va., to Norfolk, Va.).* All of Red civil airway No. 51.

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).* All of Red civil airway No. 52.

§ 601.253 *Red civil airway No. 53 control areas (Portland, Oreg., to Spokane, Wash.).* All of Red civil airway No. 53.

§ 601.256 *Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).* All of Red civil airway No. 56.

§ 601.257 *Red civil airway No. 57 control areas (Akron, Ohio, to Youngstown, Ohio).* All of Red civil airway No. 57.

§ 601.258 *Red civil airway No. 58 control areas (Augusta, Maine, to United States-Canadian Border).* All of Red civil airway No. 58.

§ 601.259 *Red civil airway No. 59 control areas (Garden City, Kans., to Oklahoma City, Okla.).* All of Red civil airway No. 59.

§ 601.260 *Red civil airway No. 60 control areas (Oakland, Calif., to Stockton, Calif.).* All of Red civil airway No. 60.

§ 601.261 *Red civil airway No. 61 control areas (Butler, Pa., to Johnstown, Pa.).* All of Red civil airway No. 61.

§ 601.263 *Red civil airway No. 63 control areas (Bangor, Mich., to Jackson, Mich.).* All of Red civil airway No. 63.

§ 601.264 *Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).* From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

§ 601.265 *Red civil airway No. 65 control areas (Los Angeles, Calif., to Hayfield Lake, Calif.).* All of Red civil airway No. 65.

§ 601.267 *Red civil airway No. 67 control areas (Crestview, Fla., to Atlanta, Ga.).* All of Red civil airway No. 67.

§ 601.268 *Red civil airway No. 68 control areas Palo Pinto, Tex., to Shreveport, La.).* All of Red civil airway No. 68.

§ 601.269 *Red civil airway No. 69 control areas (Midland, Tex., to Big Spring, Tex.).* All of Red civil airway No. 69.

§ 601.270 *Red civil airway No. 70 control areas (Midland, Tex., to Lubbock, Tex.).* All of Red civil airway No. 70.

§ 601.271 *Red civil airway No. 71 control areas (El Paso, Tex., to Lubbock, Tex.).* All of Red civil airway No. 71.

§ 601.272 *Red civil airway No. 72 control areas (Millville, N. J., to Paterson, N. J.).* All of Red civil airway No. 72.

§ 601.273 *Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).* All of Red civil airway No. 73.

§ 601.274 *Red civil airway No. 74 control areas (Biloxi, Miss., to Brookley AFB, Ala.).* All of Red civil airway No. 74.

§ 601.275 *Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* All of Red civil airway No. 75.

§ 601.276 *Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).* All of Red civil airway No. 76.

§ 601.277 *Red civil airway No. 77 control areas (Richmond, Va., to Atlantic City, N. J.).* All of Red civil airway No. 77.

§ 601.278 *Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).* All of Red civil airway No. 78.

§ 601.279 *Red civil airway No. 79 control areas (Neah Bay, Wash., to Everett, Wash.).* All of Red civil airway No. 79.

§ 601.280 *Red civil airway No. 80 control areas (Helena, Mont., to Miles City, Mont.).* All of Red civil airway No. 80.

§ 601.281 *Red civil airway No. 81 control areas (Lansing, Mich., to Detroit, Mich.).* All of Red civil airway No. 81.

§ 601.282 *Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 82.

§ 601.283 *Red civil airway No. 83 control areas (Gila Bend, Ariz., to Tucson, Ariz.).* All of Red civil airway No. 83.

§ 601.284 *Red civil airway No. 84 control areas (Meridian, Miss., to Columbus, Ga.).* All of Red civil airway No. 84.

§ 601.286 *Red civil airway No. 86 control areas (Millinocket, Maine, to Houlton, Maine).* All of Red civil airway No. 86.

§ 601.287 *Red civil airway No. 87 control areas (Hawaiian Islands).* All of Red civil airway No. 87.

§ 601.288 *Red civil airway No. 88 control areas (Albuquerque, N. Mex., to Hobbs, N. Mex.).* All of Red civil airway No. 88.

§ 601.289 *Red civil airway No. 89 control areas (Quincy, Ill., to Peoria, Ill.).* All of Red civil airway No. 89.

§ 601.290 *Red civil airway No. 90 control areas (Oxnard, Calif., to Burbank, Calif.).* All of Red civil airway No. 90.

§ 601.291 *Red civil airway No. 91 control areas (Dunkirk, N. Y., to Syracuse, N. Y.).* All of Red civil airway No. 91.

§ 601.292 *Red civil airway No. 92 control areas (Sault Ste. Marie, Mich., to United States-Canadian Border).* All of Red civil airway No. 92.

§ 601.294 *Red civil airway No. 94 control areas (Providence, R. I., to Hyannis, Mass.).* All of Red civil airway No. 94.

§ 601.295 *Red civil airway No. 95 control areas (Elmira, N. Y., to Utica, N. Y.).* All of Red civil airway No. 95.

§ 601.296 *Red civil airway No. 96 control areas (Lake Charles, La., to Baton Rouge, La.).* All of Red civil airway No. 96.

§ 601.297 *Red civil airway No. 97 control areas (United States-Canadian Border near Lakehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.).* All of Red civil airway No. 97.

§ 601.299 *Red civil airway No. 99 control areas (Iliamna, Alaska, to Homer, Alaska).* All of Red civil airway No. 99.

§ 601.300 *Red civil airway No. 100 control areas (South Bend, Ind., to Battle Creek, Mich.).* All of Red civil airway No. 100.

§ 601.302 *Red civil airway No. 102 control areas (Lexington, Ky., to Huntington, W. Va.).* All of Red civil airway No. 102.

§ 601.303 *Red civil airway No. 103 control areas (Anchorage, Alaska, to Middleton Island, Alaska).* All of Red civil airway No. 103.

§ 601.304 *Red civil airway No. 104 control areas (Greensboro, N. C., to Raleigh, N. C.).* All of Red civil airway No. 104.

§ 601.305 *Red civil airway No. 105 control areas (Wichita, Kans., to Neosho, Mo.).* All of Red civil airway No. 105.

§ 601.306 *Red civil airway No. 106 control areas (Scottsbluff, Nebr., to North Platte, Nebr.).* All of Red civil airway No. 106.

§ 601.307 *Red civil airway No. 107 control areas (Stanton, Minn., to Red Wing, Minn.).* All of Red civil airway No. 107.

§ 601.308 *Red civil airway No. 108 control areas (Corinne, Utah, to Fort Bridger, Wyo.).* All of Red civil airway No. 108.

§ 601.309 *Red civil airway No. 109 control areas (Portland, Oreg., to Spokane, Wash.).* All of Red civil airway No. 109.

§ 601.310 *Red civil airway No. 110 control areas (Mobile, Ala., to Pensacola, Fla.).* All of Red civil airway No. 110.

§ 601.312 *Red civil airway No. 112 control areas (Albany, N. Y., to Westfield, Mass.).* All of Red civil airway No. 112.

§ 601.313 *Red civil airway No. 113 control areas (Hawaiian Islands).* All of Red civil airway No. 113.

BLUE CIVIL AIRWAYS

§ 601.601 *Blue civil airway No. 1 control areas (Miami, Fla., to Tampa, Fla.).* All of Blue civil airway No. 1.

§ 601.602 *Blue civil airway No. 2 control areas (San Diego, Calif., to Oceanside, Calif.).* All of Blue civil airway No. 2.

§ 601.603 *Blue civil airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.).* All of Blue civil airway No. 3.

§ 601.604 *Blue civil airway No. 4 control areas (Boston, Mass., to United States-Canadian Border).* All of Blue civil airway No. 4.

§ 601.605 *Blue civil airway No. 5 control areas (Waco, Tex., to Wichita, Kans.).* All of Blue civil airway No. 5.

§ 601.606 *Blue civil airway No. 6 control areas (Springfield, Ill., to Muskegon, Mich.).* All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Altamont, Calif., to Williams, Calif.).* All of Blue civil airway No. 7.

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).* All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Rochester, Minn., to United States-Canadian Border).* All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Oakland, Calif., to Red Bluff, Calif.).* All of Blue civil airway No. 10.

§ 601.612 *Blue civil airway No. 12 control areas (McGrath, Alaska to Galena, Alaska).* All of Blue civil airway No. 12.

§ 601.613 *Blue civil airway No. 13 concontrol areas (Houston, Tex., to Des Moines, Iowa).* All of Blue civil airway No. 13.

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).* All of Blue civil airway No. 14.

§ 601.615 *Blue civil airway No. 15 control areas (Akron, Ohio, to Hubbard, Ohio).* All of Blue civil airway No. 15.

§ 601.616 *Blue civil airway No. 16 control areas (Waverly, Va., to Tappahannock, Va.).* All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Bangor, Maine, to Presque Isle, Maine).* All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Paterson, N. J., to Burlington, Vt.).* All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Key West, Fla., to Melbourne, Fla.).* All of Blue civil airway No. 19.

§ 601.620 *Blue civil airway No. 20 control areas (Millville, N. J., to Allentown, Pa.).* All of Blue civil airway No. 20.

§ 601.621 *Blue civil airway No. 21 control areas (Coles Point, Va., to Elmira, N. Y.).* All of Blue civil airway No. 21.

§ 601.622 *Blue civil airway No. 22 control areas (Delta, Utah, to Malad City, Idaho).* All of Blue civil airway No. 22.

§ 601.623 *Blue civil airway No. 23 control areas (Norfolk, Va., to Chincoteague, Va.).* All of Blue civil airway No. 23.

§ 601.624 *Blue civil airway No. 24 control areas (Brookley AFB, Ala., to Axis, Ala.).* All of Blue civil airway No. 24.

§ 601.625 *Blue civil airway No. 25 control areas (Middleton Island, Alaska, to Big Delta, Alaska).* All of Blue civil airway No. 25.

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Fairbanks, Alaska).* All of Blue civil airway No. 26.

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).* All of Blue civil airway No. 27.

§ 601.628 *Blue civil airway No. 28 control areas (Columbia, S. C., to Bulls Gap, Tenn.).* All of Blue civil airway No. 28.

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).* All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Pueblo, Colo.).* All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (Burlington, Iowa., to Moline, Ill.).* All of Blue civil airway No. 31.

§ 601.632 *Blue civil airway No. 32 control areas (Anchorage, Alaska, to Talkeetna, Alaska).* All of Blue civil airway No. 32.

§ 601.633 *Blue civil airway No. 33 control areas (Lansing, Mich., to Saginaw, Mich.).* All of Blue civil airway No. 33.

§ 601.634 *Blue civil airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.).* All of Blue civil airway No. 34.

§ 601.635 *Blue civil airway No. 35 control areas (San Diego, Calif., to Oceanside, Calif.).* All of Blue civil airway No. 35.

§ 601.636 *Blue civil airway No. 36 control areas (Akron, Colo., to Kimball, Nebr.).* All of Blue civil airway No. 36.

§ 601.637 *Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).* All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Five Finger, Alaska, to United*

States-Canadian Border). All of Blue civil airway No. 38.

§ 601.639 *Blue civil airway No. 39 control areas (Augusta, Ga., to Elmira, N. Y.).* All of Blue civil airway No. 39.

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).* All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (Hartford, Conn., to United States-Canadian Border).* All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (Goshen, Ind., to Saginaw, Mich.).* All of Blue civil airway No. 42.

§ 601.643 *Blue civil airway No. 43 control areas (Healy, Alaska, to Fairbanks, Alaska).* All of Blue civil airway No. 43.

§ 601.644 *Blue civil airway No. 44 control areas (Dundee, Mich., to United States-Canadian Border).* All of Blue civil airway No. 44.

§ 601.645 *Blue civil airway No. 45 control areas (Greenfield, Mass., to Newport, Vt.).* All of Blue civil airway No. 45.

§ 601.647 *Blue civil airway No. 47 control areas (Blackstone, Va., to Philipsburg, Pa.)* All of Blue civil airway No. 47.

§ 601.648 *Blue civil airway No. 48 control areas (Key West, Fla., to Miami, Fla.).* All of Blue civil airway No. 48.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa.).* All of Blue civil airway No. 49.

§ 601.651 *Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).* All of Blue civil airway No. 51.

§ 601.652 *Blue civil airway No. 52 control areas (Tamiami, Fla., to West Palm Beach, Fla.).* All of Blue civil airway No. 52.

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).* All of Blue civil airway No. 53.

§ 601.654 *Blue civil airway No. 54 control areas (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.).* All of Blue civil airway No. 54.

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).* All of Blue civil airway No. 55.

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).* All of Blue civil airway No. 56.

§ 601.658 *Blue civil airway No. 58 control areas (Hyannis, Mass., to Squantum, Mass.).* All of Blue civil airway No. 58.

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).* All of Blue civil airway No. 60.

§ 601.663 *Blue civil airway No. 63 control areas (Concord, N. H., to Berlin, N. H.).* All of Blue civil airway No. 63.

§ 601.664 *Blue civil airway No. 64 control areas (Wink, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 64.

§ 601.665 *Blue civil airway No. 65 control areas (Shuyak, Alaska, to Homer, Alaska).* All of Blue civil airway No. 65.

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).* All of Blue civil airway No. 66.

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).* All of Blue civil airway No. 67.

§ 601.668 *Blue civil airway No. 68 control areas (Midland, Tex., to Hobbs, N. Mex.).* All of Blue civil airway No. 68.

§ 601.671 *Blue civil airway No. 71 control areas (Toledo, Wash., to Seattle, Wash.).* All of Blue civil airway No. 71.

§ 601.675 *Blue civil airway No. 75 control areas (Cleveland, Ohio, to United States-Canadian Border).* All of Blue civil airway No. 75.

§ 601.676 *Blue civil airway No. 76 control areas (Sinclair, Wyo., to Casper, Wyo.).* All of Blue civil airway No. 76.

§ 601.679 *Blue civil airway No. 79 control areas (Annette Island, Alaska to United States-Canadian Border).* All of Blue civil airway No. 79.

§ 601.680 *Blue civil airway No. 80 control areas (Unalakleet, Alaska, to Moses Point, Alaska).* All of Blue civil airway No. 80.

§ 601.684 *Blue civil airway No. 84 control areas (Augusta, Maine, to Millinocket, Maine).* All of Blue civil airway No. 84.

§ 601.685 *Blue civil airway No. 85 control areas (Hutchinson, Kans., to Wichita, Kans.).* All of Blue civil airway No. 85.

§ 601.686 *Blue civil airway No. 86 control areas (Goshen, Ind., to Fort Wayne, Ind.).* All of Blue civil airway No. 86.

§ 601.687 *Blue civil airway No. 87 control areas (Knoxville, Tenn., to Dayton, Ohio).* All of Blue civil airway No. 87.

SUBPART C—CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Moses Lake, Wash.).* That airspace south of Green civil airway No. 2 within a 30-mile radius of Larson Air Force Base, excluding the portion which lies within the boundaries of prohibited area (P-246), and the airspace within 10 miles either side of a line extending from the Moses Lake nondirectional radio beacon (MSK) to the Walla Walla, Wash., radio range station.

§ 601.1002 *Control area extension (Austin, Tex.).* The airspace within a 40-mile radius of the Austin nondirectional radio beacon.

§ 601.1003 *Control area extension (Corinne, Utah).* Within 5 miles either side of a line bearing 289° True extending from the Corinne nondirectional radio beacon to VOR civil airway No. 101.

§ 601.1004 *Control area extension (Brownsville, Tex.).* That airspace over United States territory within a 40-mile radius of the Brownsville, Tex., radio range station, excluding the portion which overlaps restricted areas and excluding the portions lying north of Latitude 26°30'00'' and more than 3 miles from the United States shoreline.

§ 601.1005 *Control area extension (Jacksonville, Fla.).* Within 5 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 20 miles northeast, and that airspace bounded on the north by Red civil airway No. 30, on the east by Amber civil airway No. 7 and on the south and west by the Jacksonville restricted area (R-161).

§ 601.1006 *Control area extension (Lake Charles, La.).* All of the airspace within a 40-mile radius of the Lake Charles omnirange station and within 5 miles either side of the 334° True radial of the Lake Charles omnirange extending from the 40-mile radius area to a point 58 miles northwest of the omnirange station and within 5 miles either side of the 058° True radial of the omnirange extending from the omnirange station to a point 42 miles northeast, that airspace northwest of Lake Charles lying within 5 miles either side of the 113° True radial of the Lufkin, Tex., omnirange extending between the Lufkin omnirange station and the Lake Charles 40-mile radius control area extension.

§ 601.1007 *Control area extension (Laredo, Tex.).* That airspace over United States territory within a 35-mile radius of the Laredo, Tex., radio range station.

§ 601.1008 *Control area extension (Savannah, Ga.).* The airspace within a 40-mile radius of Hunter Air Force Base, Savannah, Ga., excluding the portion south of latitude 31°35'00" and excluding the portions which overlap Restricted Areas R-159 and R-339 and Warning Areas W-132, W-157, and W-160 at all times and all altitudes.

§ 601.1009 *Control area extension (Augusta, Ga.).* All that area within 5 miles either side of the centerline of the north-south runway of Bush Field, Augusta, Ga., extending to a point 30 miles south of Bush Field.

§ 601.1010 *Control area extension (Greenwood, S. C.).* That airspace bounded on the south by a straight line from a point at lat. 34°07'00'', long. 82°-15'00'' to a point at lat. 34°19'00'', long. 81°38'00'', on the east by Blue civil airway No. 28, on the north by the Greenville, S. C. (Greenville-Charlotte-Greensboro) control area extension, on the west by Blue civil airway No. 39 to point of beginning.

§ 601.1011 *Control area extension (Daytona Beach, Fla.).* Within 5 miles either side of the 244° True radial of the Daytona Beach omnirange extending from the omnirange station to a point 20 miles southwest.

§ 601.1012 *Control area extension (Florence, S. C.).* From the Florence, S. C., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the northwest course of the radio range to a point 25 miles northwest of the radio station.

§ 601.1013 *Control area extension (Fort Myers, Fla.)*. Within 5 miles either side of the lines bearing 45° True and 220° True from Fort Myers, Fla., nondirectional radio beacon extending from the eastern edge of Blue civil airway No. 1 on the northeast to a point 20 miles southwest of the nondirectional radio beacon.

§ 601.1014 *Control area extension (Greenville, S. C.) (Greenville-Charlotte-Greensboro area)*. All that airspace beginning at lat. 35°49′30″, long. 79°30′00″, thence southwesterly to lat. 34°49′30″, long. 80°10′00″, thence clockwise along the arc of a 50-mile radius circle centered on the Charlotte, N. C., radio range (at lat. 35°10′30″, long. 80°56′00″) to lat. 34°27′15″, long. 80°52′30″, thence westerly to lat. 34°22′30″, long. 82°20′00″, thence clockwise along the arc of a 30-mile radius circle centered on the Greenville, S. C., radio range (at lat. 34°48′45″, long. 82°20′30″) to lat. 35°13′30″, long. 82°30′00″, thence northeast to lat. 35°19′00″, long. 82°06′30″, thence clockwise along the arc of a 30-mile radius circle centered on the Spartanburg, S. C., radio range to the northwest edge of Green civil airway No. 6, thence along the northwest edge of Green civil airway No. 6 to the arc of a 35-mile radius circle centered between the Winston-Salem and Greensboro, N. C., radio ranges at lat. 36°06′00″, long. 80°01′30″, thence clockwise along the arc of this 35-mile radius circle to the point of beginning.

§ 601.1015 *Control area extension (Greenwood, Miss.)*. From the Greenwood, Miss., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and extending 5 miles either side of the 66° True and 246° True radials of the Greenwood omnirange to points 20 miles southwest and northeast of the omnirange station.

§ 601.1016 *Control area extension (Augusta, Ga.)*. Within 5 miles either side of the 320° radial of the Augusta VOR extending from the VOR to a point 15 miles northwest, within 5 miles either side of the Augusta ILS north course extending from the localizer to a point 33 miles north, and the airspace southwest of Augusta bounded on the north by Red civil airway No. 10, on the east by VOR civil airway No. 185, on the south by VOR civil airway No. 70, on the southwest by a line extending through points at latitude 32°47′00″, longitude 82°10′00″, and latitude 33°10′00″, longitude 82°39′00″, and on the northwest by VOR civil airway No. 56. The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Fort Gordon Restricted Areas (R-124) and (R-385) are excluded during their times of designation.

§ 601.1017 *Control area extension (Newberg, Oreg.)*. Within 5 miles either side of the 70° True radial of the Newberg omnirange extending from the omnirange station to its intersection with the Portland, Oreg., omnirange 96° True radial.

§ 601.1018 *Control area extension (Meridian, Miss.)*. Within 5 miles either side of the north course of the Meridian, Miss., radio range extending from the radio range station to a point 20 miles north, within 5 miles either side of the ILS localizer south course extending from the localizer to a point 30 miles south, and within 5 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1019 *Control area extension (Nashville, Tenn.)*. That airspace within a 50-mile radius of the Nashville, Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station including the airspace within 5 miles either side of the Nashville ILS localizer south course extending from the 50-mile radius area to VOR civil airway No. 7-E.

§ 601.1020 *Control area extension (Macon, Ga.)*. The airspace bounded on the south by latitude 32°00′00″, on the west by VOR civil airway No. 97, on the north by the Atlanta, Ga., control area extension (601.1052) and VOR civil airway No. 18, and on the east by a line extending from a point at latitude 33°31′00″, longitude 82°30′00″, to a point at latitude 32°15′00″, longitude 82°30′00″, to a point at latitude 32°00′00″, longitude 82°51′00″.

§ 601.1021 *Control area extension (Belleville, Ill.)*. All that area within a 40-mile radius of the Scott AFB radio range station, Belleville, Ill.

§ 601.1022 *Control area extension (West Palm Beach, Fla.)*. The airspace northwest of West Palm Beach bounded on the south by VOR civil airway No. 293, on the east by VOR civil airway No. 3, and on the west and northwest by Blue civil airway No. 19 and VOR civil airway No. 51.

§ 601.1023 *Control area extension (Akron, Colo.)*. Within 5 miles either side of the 167° True radial of the Akron, Colo., omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1024 *Control area extension (Burlington, Iowa)*. Within a 15-mile radius of the Burlington, Iowa omnirange station and within 5 miles either side of the 112° True radial of the omnirange extending from the omnirange station to a point 25 miles east.

§ 601.1025 *Control area extension (New Orleans, La.)*. That airspace in the northwest quadrant of the New Orleans radio range lying within a 35 mile radius of the radio range station; in the southwest quadrant of the radio range bounded on the north by Green civil airway No. 6, on the west by Long. 91°05′00″, on the south by Lat. 29°15′00″ and on the east by Amber civil airway No. 5; in the southeast quadrant of the radio range bounded on the west by the south course of the New Orleans radio range, on the south and east by the United States shoreline and on the north by Red civil airway No. 30; that airspace northeast of New Orleans bounded by a line beginning at a point on the eastern boundary of Amber civil airway No. 5 at Lat. 31°15′00″, thence southeast to Lat. 31°00′00″, Long. 89°45′00″, thence east to Lat. 31°00′00″, Long. 89°00′00″, thence north to Lat. 31°15′00″, Long. 89°00′00″, thence east to Lat. 31°15′00″, Long. .88°00′00″, thence south along Long. 88°00′00″ to the north boundary of Green civil airway No. 6, thence west along the north boundary of Green 6 to Amber civil airway No. 5, thence north along the east boundary of Amber 5 to point of beginning at Lat. 31°15′00″, excluding the airspace lying between VOR civil airway No. V-20 and V-20N bounded on the southwest by the northern shoreline of Lake Ponchartrain and on the northeast by the Biloxi, Miss., control area extension.

§ 601.1026 *Control area extension (Grand Island, Nebr.)*. From the Grand Island, Nebr., radio range station, extending within 5 miles either side of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station and within 5 miles either side of the 180° True and 360° True radials of the Grand Island omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1027 *Control area extension (Kansas City, Mo.)*. All that area within a 42-mile radius of the Kansas City, Mo., Municipal Airport excluding that area outside existing civil airways that lies within the south quadrant of the Kansas City radio range and excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Lake City restricted area (R-307) during this restricted area's time of designation.

§ 601.1028 *Control area extension (Monroe, La.)*. Within 5 miles either side of the northeast and southwest courses of the Monroe radio range extending from the radio range station to a point 25 miles northeast and to a point 20 miles southwest, and within 5 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1029 *Control area extension (Corpus Christi, Tex.)*. The airspace north of Corpus Christi bounded on the southeast by VOR civil airway No. 20, on the southwest by VOR civil airway No. 68, on the northwest by the San Antonio control area extension (§ 601.1180), on the north by latitude 29°00′00″, and on the northeast by the Victoria, Tex., control area extension (§ 601.1376).

§ 601.1030 *Control area extension (Victorville, Calif.)*. All that area within the vicinity of George AFB, Victorville, Calif., bounded on the north by Green 4, on the southwest by Blue 14 and on the southeast by VOR civil airway No. 21, and the airspace north of the George AFB bounded by a line beginning at lat. 35°11'00'', long. 117°12''00'', thence to lat. 34°57'00'', long. 117°12''00'', thence to lat. 34°54'45'', long. 116°53'45'', thence along the northern boundary of Green civil airway No. 4 to lat. 34°49'00'', long. 117°29'00'', thence to lat. 35°11'-00'', long. 117°24'00'', thence to point of beginning, excluding the portion which overlaps Restricted Area (R-279).

§ 601.1031 *Control area extension (North Platte, Nebr.)*. All that airspace within a 25-mile radius of the North Platte radio range bounded on the south by Green civil airway No. 3, and the airspace bounded on the east by a line 5 miles east of and parallel to the south course of the radio range, on the south by VOR civil airway No. 8 and on the northwest by Red civil airway No. 6.

§ 601.1032 *Control area extension (Kotzebue, Alaska)*. Within 5 miles either side of a line bearing 50° True extending from the Kotzebue, Alaska, non-directional radio beacon to a point 25 miles northeast.

§ 601.1033 *Control area extension (St. Joseph, Mo.)*. The airspace within a 25-mile radius of Rosecrans Memorial Airport bounded on the northeast by VOR civil airway No. 15 and on the southeast by VOR civil airway No. 77.

§ 601.1034 *Control area extension (Springfield, Mo.)*. All that area within a 25-mile radius of the Springfield, Mo., radio range station.

§ 601.1035 *Control area extension (Little Rock, Ark.)*. That airspace within a 50 mile radius of the Little Rock radio range station, excluding the portion below 9,000 ft. between sunrise and sunset Saturdays and Sundays only which lies within Little Rock restricted area (R-134), and excluding the portion below 15,000 ft. between sunrise and sunset daily which lies within Pine Bluff restricted area (R-135). That airspace southwest of Little Rock bounded on the northwest by VOR civil airway No. 54, on the southeast by VOR civil airway No. 16 and on the northeast by the Little Rock 50-mile radius control area.

§ 601.1036 *Control area extension (West Palm Beach, Fla.)*. Within 5 miles either side of the 151° True radial of the West Palm Beach omnirange extending from the West Palm Beach omnirange station via the intersection of the West Palm Beach 151° True radial and the Biscayne, Fla., 051° True radial thence via the Biscayne 051° True radial to the Biscayne, Fla., omnirange station. The airspace which lies within the Patrick AFB warning area (W-497B) and the Miami warning area (W-171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1037 *Control area extension (Pensacola, Fla.)*. That airspace within 8 miles east of and 5 miles west of the north and south courses of the Pensacola, Fla., radio range extending from the radio range station to points 25 miles north and 12 miles south.

§ 601.1038 *Control area extension (Great Falls, Mont.)*. The airspace lying within a 45-mile radius centered on the Great Falls, Mont., omnirange station.

§ 601.1039 *Control area extension (Portland, Oreg.)*. The airspace within a 30-mile radius of the Portland International Airport, including the airspace centered on the back course of the Portland ILS localizer (119° True), extending from the airport 5-mile radius control zone boundary to a point 27 miles southeast thereof and having a width of 2 miles at the control zone boundary and expanding to a width of 4.6 miles at the southeast boundary. The portions of this control area extension which lie within the Portland International Airport Military Climb Corridor (R-535) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1040 *Control area extension (Medford, Oreg.)*. From the Medford, Oreg., radio range station, extending within 5 miles either side of the west course of the Medford radio range, to a point 20 miles west of the radio range station and within 5 miles either side of the 270° True radial of the Medford omnirange extending from the omnirange station to VOR civil airway No. 27.

§ 601.1041 *Control area extension (Boise, Idaho)*. Within 5 miles either side of the southwest course of the Boise radio range extending from the radio range station to a point 20 miles southwest including the airspace in the south quadrant of the Boise radio range bounded on the northeast and southeast by the Mountain Home, Idaho, control area extension and on the southwest by a line drawn 135° True from a point at lat. 43°20'20'', long. 116°29'15'' extending to the Mountain Home control area extension and that airspace northeast of Boise lying within a 25-mile radius of the Boise radio range station bounded on the southwest by Green civil airway No. 10.

§ 601.1042 *Control area extension (Columbus, Ohio)*. Within a 15-mile radius of the Appleton, Ohio, omnirange station; that airspace south of Columbus bounded on the east by VOR civil airway No. 133, on the southeast by VOR civil airway No. 44, on the west by a line extending from the York, Ky., omnirange station to the southeast corner of restricted area (R-109) thence on the west by restricted area R-109 and Amber civil airway No. 6, and on the north by Green civil airway No. 4; the portions of this control area extension which lie within the Columbus, Ohio (Lockbourne AFB) Restricted Area/Military Climb Corridor (R-543) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1043 *Control area extension (Bowling Green, Ky.)*. The airspace within a 15-mile radius of the Bowling Green omnirange station and within 5 miles either side of the northwest and southeast courses of the Bowling Green radio range extending from the radio range station to a point 25 miles northwest and to a point 20 miles southeast of the radio range station, including the airspace west of Bowling Green bounded on the north by latitude 37°00'00'', on the west by VOR civil airway No. 7 and on the southeast by VOR civil airway No. 57.

§ 601.1043 *Control area extension (Bowling Green, Ky.)*. From the Bowling Green, Ky., radio range station extending 5 miles either side of the southeast course of the radio range to a point 20 miles southeast of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station and all that area within a 15 mile radius of the Bowling Green omnirange station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.)*. From the Willow Run Airport, Ypsilanti, Mich. ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

§ 601.1045 *Control area extension (Presque Isle, Maine)*. From the Presque Isle, Maine, radio range station extending 5 miles either side of the west course of the radio range to a point 15 miles west of the radio range station, including all that area bounded on the north and east by Blue civil airway No. 17, on the south by Red civil airway No. 86 and on the west by Amber civil airway No. 7.

§ 601.1046 *Control area extension (Falfurrias, Tex.)*. Within 5 miles on the northwest side and 15 miles on the southeast side of the southwest course of the Kingsville, Tex., radio range extending from the western boundary of VOR civil airway No. 68 to a point 35 miles southwest of the Falfurrias nondirectional radio beacon.

§ 601.1047 *Control area extension (Bangor, Maine)*. That airspace within a 25-mile radius of Dow Air Force Base, Bangor, Maine.

§ 601.1048 *Control area extension (Red Bluff, Calif.)*. From the Red Bluff, Calif., radio range station extending 5 miles either side of the east course of the radio range to a point 25 miles east of the radio range station, and extending 5 miles either side of the west course of the radio range to a point 25 miles west of the radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.)*. From the Utica, N. Y., radio range station, within 5 miles either side of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station and within 5 miles either side of the northeast course of the Utica radio range extending from the radio range station to a point 15 miles northeast.

§ 601.1050 *Control area extension (Bakersfield, Calif.)*. Within 5 miles either side of the southwest course of the Bakersfield radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1051 *Control area extension (Portland, Maine)*. From the Portland, Maine, radio range station, within 5 miles either side of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Atlanta, Ga.)*. All that airspace within a 50-mile radius of the Atlanta radio range station including the airspace north of Atlanta bounded on the west by VOR civil airway No. 5, on the north by VOR civil airway No. 54 and on the east by VOR civil airway No. 97, and the airspace east of Atlanta bounded on the northwest by VOR civil airway No. 20, on the east by VOR civil airway No. 35 and on the south by VOR civil airway No. 18 including the airspace southwest of Atlanta bounded on the north by VOR civil airway No. 18, on the west by longitude 86°00′00″, and on the southeast by VOR civil airway No. 20.

§ 601.1053 *Control area extension. (Houston, Tex.) (Beaumont-Palacios-Houston area)*. All that airspace beginning at Latitude 30°22′00″, Longitude 94°03′00″, thence clockwise along an arc with a 25-mile radius centered on the Beaumont, Tex., radio range station to Latitude 29°38′35″, Longitude 94°00′00″, thence south to Latitude 29°37′30″, Longitude 94°00′00″, thence southwesterly 3 nautical miles from and parallel to the shoreline to Latitude 28°23′20″, Longitude 96°17′30″, thence clockwise along an arc with a 25-miles radius centered on the Palacios, Tex., radio range station to Latitude 28°55′00″, Longitude 96°38′45″, thence northeasterly to Latitude 29°58′30″, Longitude 95°58′30″, thence clockwise along an arc with a 50-mile radius centered on the Houston, Tex., radio range station to Latitude 30°20′25″, Longitude 95°17′00″, thence east to point of beginning.

§ 601.1054 *Control area extension (Sinclair, Wyo.)*. From the Sinclair, Wyo., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.)*. Within a 15-mile radius of the Elmira, N. Y., omnirange station.

§ 601.1056 *Control area extension (Buffalo, N. Y.)*. The airspace within the continental limits of the United States lying within a 50-mile radius of the Buffalo Municipal Airport, excluding the portions lying within the geographic limits of, and between the designated altitudes of, the Wilson Restricted Area (R-11), Oswego Restricted Area (R-70) and Lake Ontario Restricted Area (R-94), during their times of designation, and excluding the portion lying within the geographic limits of, and between the established altitudes of, the Niagara Falls Caution Area (C-86) during its established time of use.

§ 601.1057 *Control area extension (Binghamton, N. Y.)*. Within a 15-mile radius of the Binghamton, N. Y., omnirange station.

§ 601.1058 *Control area extension (Martinsburg, W. Va.)*. Within 5 miles either side of the southwest and northeast courses of the Martinsburg radio range extending from the radio range station to a point 20 miles southwest and to a point 33 miles northeast, and that airspace within a 15-mile radius of the Martinsburg, W. Va., omnirange station.

§ 601.1059 *Control area extension (Lynchburg, Va.)*. From the Lynchburg, Va., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1060 *Control area extension (Elkins, W. Va.)*. From the Elkins, W. Va., radio range station, within 5 miles either side of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport and all that area within a 15 mile radius of the Elkins omnirange station.

§ 601.1061 *Control area extension (Mt. Clemens, Mich.)*. All that airspace bounded on the north by an arc having a radius of 40 miles from Selfridge Air Force Base, Mt. Clemens, Mich., on the east and southeast by the United States-Canadian Boundary, and on the southwest by Red civil airway No. 20 and the Flint, Mich., control area extension.

§ 601.1062 *Control area extension (Raleigh, N. C.)*. That airspace within a 30-mile radius of the Raleigh, N. C., radio range station, within 5 miles either side of the southeast course of the Raleigh radio range extending from the range station to a point 41 miles southeast, and within 5 miles either side of the Raleigh ILS localizer course extending from the localizer to a point 30 miles southwest.

§ 601.1063 *Control area extension (Roanoke, Va.)*. From the Roanoke, Va., radio range station extending 5 miles either side of the south course of the Roanoke, Va., radio range to a point 20 miles south of the radio range station and the airspace southeast of Roanoke bounded on the north by Red civil airway No. 37, on the southeast by VOR civil airway No. 143, and on the southwest by VOR civil airway No. 258.

§ 601.1064 *Control area extension (Chicopee Falls, Mass.)*. That airspace northeast of Chicopee Falls bounded on the northwest by Red civil airway No. 33, on the northeast by VOR civil airway No. 151 and the Worcester, Mass., control zone, on the southeast by Amber civil airway No. 7 and on the south by a line extending from a point at latitude 42°08′50″, longitude 72°28′00″ to a point at latitude 42°04′30″, longitude 72°11′30″ excluding the airspace below 2,500 ft. Mean Sea Level; that airspace north of Chicopee Falls bounded on the west by Blue civil airway No. 41, on the north by VOR civil airway No. 2 and on the southeast by VOR civil airway No. 39; that airspace northwest of Chicopee Falls lying within an arc of 38 statute miles centered on the Westover, Mass., Air Force Base bounded on the north by VOR civil airway No. 2, on the east by Blue civil airway No. 41 and on the south by Red civil airway No. 112.

§ 601.1065 *Control area extension (Biloxi, Miss.)*. All that area within a 25-mile radius of the Keesler AFB, Biloxi, Miss., radio range station, excluding Airspace Warning Areas.

§ 601.1066 *Control area extension (New York, N. Y.)*. That airspace within a radius of 125 miles of the Idlewild, N. Y., omnirange station extending clockwise from the 238° True radial to the 328° True radial of the omnirange thence within a radius of 30 miles of the Idlewild omnirange station extending clockwise from the 328° True radial to the 238° True radial of the omnirange.

§ 601.1067 *Control area extension (Lexington, Ky.)*. The airspace within a 40-mile radius of the Lexington omnirange station extending clockwise from the centerline of VOR civil airway No. 4 east of Lexington to the centerline of VOR civil airway No. 57 southwest of Lexington, thence within a 25-mile radius of the omnirange station extending clockwise from the centerline of VOR civil airway No. 57 southwest of Lexington to the centerline of VOR civil airway No. 4 east of Lexington.

§ 601.1068 *Control area extension (Riverside, Calif.)*. That airspace east of March Air Force Base bounded on the east by a line extending between a point at latitude 33°51′00″, longitude 116°50′40″ and a point at latitude 33°45′45″, longitude 116°50′00″, on the south by VOR civil airway No. 64, on the northwest by VOR civil airway No. 8 and on the north by Green civil airway No. 5; that airspace southeast of March Air Force Base bounded on the north by VOR civil airway No. 64, on the east by VOR civil airway No. 117, on the southeast and south by Red civil airway No. 65, and on the southwest by Caution Area C-444.

§ 601.1069 *Control area extension (Santa Barbara, Calif.)*. Within 5 miles either side of the west and southeast courses of the Santa Barbara radio range extending from the radio range station to a point 25 miles west and 20 miles southeast.

§ 601.1070 *Control area extension (Charlottesville, Va.)*. The airspace bounded on the northwest by VOR civil airway No. 140, on the northeast by VOR civil airway No. 156 and on the south by VOR civil airway No. 16.

§ 601.1071 *Control area extension (Burbank, Calif.)*. That airspace east of the Burbank, Calif., radio range station bounded on the west by Amber civil airway No. 1, on the south by Green civil airway No. 5, and on the northeast by a line 5 miles northeast of and parallel to the southeast course of the Burbank radio range; that airspace southwest of the Burbank, Calif., radio range station bounded on the north by Red civil airway No. 90, on the east by Amber civil airway No. 1, on the south by Amber civil airway No. 8 and on the west by a line 5 miles west of and parallel to a direct line between the Burbank, Calif., ILS outer marker and the intersection of the southeast course of the Camarillo, Calif., radio range with a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon.

§ 601.1072 *Control area extension (Sumter, S. C.)*. The airspace north of Shaw Air Force Base bounded on the west by VOR civil airway No. 37, on the north by the Greenville, S. C., control extension (601.1014), on the northeast by a line extending through points at latitude 34°48'10'', longtitude 80°10'30'' and latitude 34°31'00'', longtitude 79°42'30'', on the east by Amber civil airway No. 7 and on the south by Red civil airway No. 16, excluding the portion below 26,000 feet MSL which overlaps restricted area (R-114).

§ 601.1073 *Control area extension (Fresno, Calif.)*. The airspace west of Fresno lying within a 35 mile radius of the Fresno Air Terminal bounded on the east by VOR civil airway No. 23; the airspace between Bakersfield-Fresno-Modesto, Calif., bounded on the southwest by VOR civil airway No. 23, on the northwest by VOR civil airway No. 28, and on the northeast and southeast by a line beginning at a point at Lat. 38°20'00'', Long. 120°22'00'', extending to a point at Lat. 38°20'00'', Long. 120°00'00'', thence to a point at Lat. 37°50'00'', Long. 120°00'00'', thence to a point at Lat. 36°00'00'', Long. 118°48'00'', thence to the Bakersfield, Calif., omnirange station.

§ 601.1074 *Control area extension (North Bend, Oreg.)*. Within 5 miles either side of the 90° True and 270° True radials of the North Bend omnirange extending from the omnirange station to points 20 miles east and west.

§ 601.1075 *Control area extension (Ada, Okla.)*. All that area within a 15-mile radius of the Ada, Okla., Municipal Airport.

§ 601.1076 *Control area extension (Phoenix, Ariz.)*. That airspace southwest of Phoenix bounded on the north and east by VOR civil airway No. 16, on the south by VOR civil airway No. 66N, and on the west by VOR civil airway No. 87; that airspace northwest and north of Phoenix bounded on the south by Green civil airway No. 5, on the west by longitude 112°50'00'', on the north by latitude 34°00'00'' and on the east by VOR civil airway No. 95; that airspace within 5 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 25 miles east. The airspace northeast of Phoenix lying within a 25-mile radius of the Phoenix omnirange station bounded on the west by VOR civil airway No. 95 and on the southeast by VOR civil airway No. 190.

§ 601.1077 *Control area extension (Elko, Nev.)*. From the Elko, Nev., radio range station extending 5 miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending 5 miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

§ 601.1078 *Control area extension (Reno, Nev.)*. The airspace within lines 5 miles west of and 13 miles east of and parallel to the north course of the Reno radio range extending to 36 miles north of the radio range station.

§ 601.1079 *Control area extension (Rock Springs, Wyo.)*. From the Rock Springs, Wyo., radio range station extending 5 miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending 5 miles either side of the south course of the Rock Springs, Wyo., radio range to a point 25 miles south of the radio range station.

§ 601.1080 *Control area extension (Louisville, Ky.)*. All of the airspace lying within a 35-mile radius of Standiford Field, Louisville, Ky. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Fort Knox Restricted Area (R-64) is excluded during the restricted area's time of designation.

§ 601.1081 *Control area extension (Windsor Locks, Conn.)*. That airspace in the vicinity of Bradley Field, Windsor Locks, Conn., bounded on the southeast by Amber civil airway No. 7, on the southwest and west by Blue civil airway No. 41, on the northwest by Red civil airway No. 33 and on the north by a line extending from a point at latitude 42°03'50'', longitude 72°28'00'' to a point at latitude 42°04'30'', longitude 72°11'30''; that airspace southwest of Bradley Field bounded on the northwest by Red civil airway No. 33, on the northeast by Blue civil airway No. 41 and on the south by Red civil airway No. 13.

§ 601.1082 *Control area extension (Montgomery, Ala.)*. That airspace bounded on the north by Lat. 32°52'00'', on the east by Long. 86°00'00'', on the south by Lat. 31°45'00'', and on the west by Long. 87°30'00''.

§ 601.1083 *Control area extension (Bartlesville, Okla.)*. All that area within a 20-mile radius of the Phillips Airport, Bartlesville, Okla.

§ 601.1084 *Control area extension (Quincy, Ill.)*. That airspace within a 25-mile radius of the Quincy non-directional radio beacon including the airspace north of Quincy bounded on the east by VOR civil airway No. 63, on the southwest by VOR civil airway No. 52 and on the northwest by VOR civil airway No. 10.

§ 601.1085 *Control area extension (Edwards Air Force Base, Calif.)*. All that airspace bounded on the south by Green civil airway No. 4, on the southwest by Blue civil airway No. 14, on the north by Lat. 34°58'00'', on the east by Long. 117°48'00'', including the airspace within 5 miles either side of a line bearing 56° True extending from the Edwards Air Force Base and passing through the Edwards omnirange station site at Lat. 35°00'18'', Long. 117°41'14'' to a point 15 miles northeast of the omnirange station site, excluding the portions which overlap Restricted Area (R-279) and excluding the portion above 20,000 feet MSL which conflicts with Restricted Area (R-484).

§ 601.1086 *Control area extension (Memphis, Tenn.)*. That airspace within a 50-mile radius of the Memphis radio range station lying in the southeast, southwest and northwest quadrants of the radio range and that airspace within an arc 45 miles in radius from the Memphis NAS radio range station bounded on the west and northwest by VOR civil airway No. 11 and on the southeast by Green civil airway No. 5. That airspace southwest of Memphis bounded on the southeast by VOR civil airway No. 16, on the west by VOR civil airway No. 69, on the north by VOR civil airway No. 54 and on the east by the Memphis 50-mile radius control area. The airspace northwest of Memphis bounded on the east by VOR civil airway No. 9, on the south by VOR civil airway No. 54-N, on the west by VOR civil airway No. 69, and on the north by VOR civil airway No. 140.

§ 601.1087 *Control area extension (Akron, Ohio)*. The airspace south of Akron bounded on the north by the Cleveland control area extension 601.1158, on the east by the Pittsburgh control area extension 601.1256, on the south by VOR civil airway No. 210 and on the west by VOR civil airway No. 59.

§ 601.1088 *Control area extension (Alexandria, Minn.)*. From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station, including all that area within a 15 mile radius of the Alexandria omnirange station, and all that area within 5 miles either side of the 50° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1089 *Control area extension (Cincinnati, Ohio)*. The airspace within a 35-mile radius of the Greater Cincinnati Airport including the airspace north and east of Cincinnati bounded by VOR civil airways as follows: on the west by V-275 northward to V-210, on the north by V-210 eastward to V-59, on the east by V-59 southward to V-144, on the northeast by V-144 southeastward to V-119, on the southeast by V-119 southeastward to V-44; on the south by V-44 westward to V-133, on the west by V-133 northward to V-144, on the southwest by V-144 westward to V-5 and on the southeast by V-5 southwestward to the 35-mile radius control area boundary.

§ 601.1090 *Control area extension (Lawrence, Mass.)*. Within 5 miles either side of a direct line extending from the Lawrence, Mass., nondirectional radiobeacon to the Bedford, Mass., outer marker.

§ 601.1091 *Control area extension (Detroit, Mich.)*. That airspace within a 20-mile radius of the Willow Run Airport, Detroit, Mich.; and the airspace north of Detroit bounded on the south by VOR civil airway No. 116, on the west by VOR civil airway No. 133, on the north by VOR civil airway No. 84 and on the east by Red civil airway No. 20.

§ 601.1092 *Control area extension (Dickinson, N. Dak.)*. From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station including all that area within a 15-mile radius of the Dickinson omnirange station, and all that area within 5 miles either side of the 15° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1093 *Control area extension (Fargo, N. Dak.)*. From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the Glyndon fan marker, and extending from the ILS localizer 5 miles either side of the localizer course to a point 20 miles south of the outer marker, and all that area within a 15 mile radius of the Fargo omnirange station.

§ 601.1094 *Control area extension (Flint, Mich.)*. From the Flint, Mich., outer compass locator extending 5 miles either side of the 88° and 268° True courses of the outer compass locator to points 25 miles east and west of the outer compass locator.

§ 601.1095 *Control area extension (Mountain Home, Idaho)*. The airspace southeast of Mountain Home bounded on the northeast by VOR civil airway No. 253, on the east by VOR civil airway No. 269, on the southwest by a line 5 miles southwest of and parallel to a direct line drawn between the Twin Falls omnirange station and the Mountain Home AFB terminal omnirange station, and on the west by the Mountain Home control area extension (601.1306). The portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Sailor Creek restricted area (R-254) shall not be used by aircraft during the time of designation of this restricted area unless prior approval is obtained from Civil Aeronautics Administration Air Traffic Control.

§ 601.1096 *Control area extension (Glenview, Ill.)*. From the Glenview, Ill., radio range station extending 5 miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

§ 601.1097 *Control area extension (Grand Forks, N. Dak.)*. From the Grand Forks, N. Dak., radio range station extending 5 miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

§ 601.1098 *Control area extension (Casper, Wyo.)*. The airspace within a 25-mile radius of the Casper radio range station lying in the southwest, northwest, and northeast quadrants of the radio range, and within 5 miles either side of the Casper Air Terminal ILS localizer course extending from the localizer to a point 25 miles west of the airport and the airspace within 5 miles either side of the 85° True radial of the Casper omnirange extending from the omnirange station to VOR civil airway No. 247.

§ 601.1099 *Control area extension (Indianapolis, Ind.)*. From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker and all that area within a 15-mile radius of the Indianapolis omnirange station.

§ 601.1100 *Control area extension (Lone Rock, Wis.)*. That airspace within a 15-mile radius of the Lone Rock omnirange station including the airspace within 5 miles either side of the 24° True radial of the omnirange extending from the omnirange station to a point 25 miles northeast.

§ 601.1101 *Control area extension (Madison, Wis.)*. That airspace south of Madison bounded on the north by VOR civil airway No. 2, on the southeast by VOR civil airway No. 63 and on the southwest and west by VOR civil airway No. 97.

§ 601.1102 *Control area extension (Minneapolis, Minn.)*. All that area within a 30-mile radius of the Minneapolis-St. Paul International Airport lying within the east, south, and west quadrants of the Minneapolis radio range, including all that area within a 15-mile radius of the Minneapolis omnirange station and the airspace north of Minneapolis bounded on the northwest by VOR civil airway No. 13-W, on the east by Blue civil airway No. 9 and on the southwest by VOR civil airway No. 26-N.

§ 601.1103 *Control area extension (Minot, N. Dak.)*. All that area within a 15-mile radius of the Minot, N. Dak., omnirange station.

§ 601.1104 *Control area extension (Brownwood, Tex.)*. The airspace west of Brownwood bounded on the northeast by a line 5 miles northeast of and parallel to the Brownwood terminal VOR 304° True radial, on the south by a line 5 miles south of and parallel to the Brownwood terminal VOR 270° True radial, and on the west by the Abilene, Tex., control area extension (§ 601.1360); the airspace north of Brownwood lying within 5 miles either side of the Brownwood terminal VOR 041° True radial extending from the TVOR to the centerline of VOR civil airway No. 94.

§ 601.1105 *Control area extension (Muskegon, Mich.)*. Within a 15-mile radius of the Muskegon County Airport, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, Little Sable Point restricted area (R-437) during its designated time of use.

§ 601.1106 *Control area extension (Whidbey Island, Wash.)*. All of the airspace bounded on the east by Green civil airway No. 10, on the south by Red civil airway No. 79, on the west by Amber civil airway No. 1 and on the north by a line drawn from a point at latitude 48°42′48″, longitude 123°11′57″ through a point at latitude 48°50′27″, longitude 122°44′33″, excluding the portions which lie within the geographic limits of, and between the designated altitudes of, restricted areas R-231, R-232, R-233, R-234, and R-235 during their times of designation.

§ 601.1108 *Control area extension (Salina, Kans.)*. That airspace north of Salina, Kansas, within a 30-mile radius of a point at Latitude 38°52′39″, Longitude 97°38′54″, bounded on the south by VOR civil airway No. 4, and the airspace southeast of the Salina omnirange station bounded on the north by VOR civil airway No. 4 and on the west by VOR civil airway No. 73 within a 25-mile radius of the omnirange station.

§ 601.1109 *Control area extension (Goodland, Kans.)*. From the Goodland, Kans., omnirange station extending 5 miles either side of the 22° True radial of the omnirange to a point 20 miles north and within 5 miles either side of the 202° True radial of the Goodland omnirange extending from the omnirange station to a point 25 miles southwest.

§ 601.1110 *Control area extension (Hobbs, N. Mex.)*. From the Hobbs, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1111 *Control area extension (San Diego, Calif.)*. The airspace within 5 miles either side of the 287° True radial of the Lindberg Field terminal omnirange extending from the terminal omnirange station to a point 28 miles northwest; within 5 miles either side of the San Diego radio range extending from the radio range station to a point 30 miles southwest; the airspace within a 23-mile radius of the San Diego radio range station lying in the southwest quadrant of the radio range excluding the portion under the jurisdiction of Mexico; the airspace southeast of San Diego bounded on the north by Red civil airway No. 9, on the west by Amber civil airway No. 1, on the east by longitude 116°24′00″, and on the south by the United States-Mexican Border. The portion of this control area extension below 1,000 feet MSL which lies within the geographic limits of the Imperial Beach Warning Area (W-536) is excluded.

§ 601.1112 *Control area extension (Fort Dix, N. J.)*. All that area bounded on the north by Red civil airway No. 3 on the east by VOR civil airway No. 1, on the southeast by Green civil airway No. 5, on the southwest by Red civil airway No. 73 and on the west by Blue civil airway No. 20, excluding the portion which overlaps the Fort Dix, N. J., restricted area and the Lakehurst, N. J., caution area.

§ 601.1113 *Control area extension (San Francisco, Calif.)*. All of the airspace in the San Francisco area bounded on the northeast by VOR civil airway No. 107, on the south by a line 5 miles southeast of and parallel to the southwest and northeast courses of the Moffett NAS, Calif., radio range, on the west by a line 3 nautical miles off-shore extending to the southern boundary of the San Francisco control area extension 601.1173, thence east along this boundary to latitude 37°14′00″, longitude 122°24′55″, thence north to latitude 38°08′30″, longitude 122°54′00″, thence northeast to the point of intersection of the western edge of VOR civil airway No. 107 with latitude 38°15′00″.

§ 601.1114 *Control area extension (Bettles, Alaska)*. Within 5 miles either side of the southeast course of the Bettles, Alaska, radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1115 *Control area extension (Dodge City, Kans.)*. Within 5 miles either side of the 341° and 161° True radials of the Dodge City omnirange extending from the omnirange station to points 25 miles north and south.

§ 601.1116 *Control area extension (Hutchinson, Kans.)*. All that area within a 25-mile radius of the Hutchinson, Kans., radio range station.

§ 601.1117 *Control area extension (Grosse Ile, Mich.)*. That airspace south of the Grosse Ile Naval Air Station bounded on the west by VOR civil airway No. 275, on the north by VOR civil airway No. 10, on the northeast by Red civil airway No. 19 and on the southeast by a line through a point at Lat. 41°51′10″, Long. 83°08′35″ and a point at Lat. 41°45′20″, Long. 83°20′25″

§ 601.1118 *Control area extension (Grand Junction, Colo.)*. Within 5 miles either side of a line bearing 305° True extending from Walker Airport, Grand Junction, Colo., to its intersection with VOR civil airway No. 81.

§ 601.1119 *Control area extension (St. Louis, Mo.)*. All that area within a 25-mile radius of the St. Louis, Mo., radio range station in the northeast and southwest quadrants of the radio range.

§ 601.1120 *Control area extension (Cedar Rapids, Iowa)*. Within 5 miles either side of a line bearing 266° True extending from the Cedar Rapids Municipal Airport to a point 25 miles west, and within 5 miles either side of a line bearing 90° True from the airport to a point 25 miles east, the airspace south of Cedar Rapids bounded on the northeast by VOR civil airway No. 233, on the south by VOR civil airway No. 6 and on the northwest by VOR civil airway No. 294.

§ 601.1121 *Control area extension (White Plains, N. Y.)*. From the Westchester Airport White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the Poughkeepsie, N. Y., radio range.

§ 601.1122 *Control area extension (Tri-City, Tenn.)*. That airspace within a 28-mile radius of the Tri-City radio range station lying in the east quadrant of the radio range; that airspace within a 30-mile radius of the radio range station lying in the west quadrant of the radio range, and the airspace within 5 miles either side of the 289° True radial of the Tri-City omnirange extending from the omnirange station to a point 50 miles northwest.

§ 601.1123 *Control area extension (Birmingham, Ala.)*. That airspace bounded by a line beginning at a point at latitude 32°52′00″, longitude 87°30′00″, thence north to latitude 34°15′00″, longitude 87°30′00″, thence east to latitude 34°15′00″, longitude 86°15′00″, thence south to latitude 34°00′00″, longitude 86°15′00″, thence southeast to latitude 33°39′00″, longitude 86°00′00″, thence south to latitude 32°52′00″, longitude 86°00′00″, thence west to latitude 32°52′00″, longitude 87°30′00″.

§ 601.1124 *Control area extension (Eugene, Oreg.)*. Within 5 miles either side of the west course of the Eugene, Oreg., radio range extending from the radio range station to VOR civil airway No. 27.

§ 601.1125 *Control area extension (Tallahassee, Fla.)*. The airspace bounded on the north by VOR civil airway No. 22N, on the east by VOR civil airway No. 159W, and on the south and southwest by VOR civil airway No. 7W. The portion of this control area extension above 19,000 feet MSL which lies beneath and also the portion which lies within the geographic limits of, and between the designated altitudes of, the Tyndall restricted area (R-336) are excluded during this restricted area's time of designation.

§ 601.1126 *Control area extension (Knoxville, Tenn.)*. The airspace within a 40-mile radius of the Knoxville radio range station beginning at a point south of Knoxville on the centerline of VOR civil airway No. 97, extending counterclockwise to a point east of Knoxville on the centerline of VOR civil airway No. 16, thence eastward to and including the airspace within a 50-mile radius of the Knoxville omnirange station beginning at a point east of Knoxville on the centerline of VOR civil airway No. 16 and extending counterclockwise to a point at latitude 36°06′30″, longitude 84°45′00″, thence bounded on the northwest by a straight line from this point to a point at latitude 36°00′00″, longitude 84°56′45″, thence bounded on the west by VOR civil airway No. 51, on the southwest by the Chattanooga control area extension (601.1373), on the south by VOR civil airway No. 54, and on the east by the centerline of VOR civil airway No. 97 thence to point of beginning; the airspace northeast of Knoxville bounded on the southeast by VOR civil airway No. 16-N, on the northeast by VOR civil airway No. 53, and on the northwest by VOR civil airway No. 115. The airspace which lies within Prohibited Area P-78 is excluded.

§ 601.1127 *Control area extension (Pasco, Wash.)*. That airspace beginning at a point at lat. 46°13′03″, long. 119°03′45″ within 5 miles either side of lines drawn 179° True and 269° True extending from that point to their intersection with the northeast boundary of Green civil airway No. 10; that airspace bounded by lines 5 miles south of and 10 miles north of and parallel to a line drawn 89° True from the point of beginning extending to the northwest boundary of VOR civil airway No. 112 on the south, to long. 118°43′30″ on the north, bounded on the west by long. 119°03′45″, and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash., radio range from the radio range station northwestward to long. 118°43′30″.

§ 601.1128 *Control area extension (Alexandria, La.)*. The airspace within a 40-mile radius of the Alexandria, La., omnirange station, including the airspace south of Alexandria bounded on the northeast by VOR civil airway No. 114, on the southeast by VOR civil airway No. 222, on the south and southwest by the Lake Charles control area extension (601.1006), and on the northwest by a line 5 miles northwest of and parallel to the Alexandria omnirange 232° True radial, excluding the portion which lies within Camp Polk Restricted Areas (R-229) and (R-230). The portion of this control area which lies within the Camp Claiborne Restricted Area (R-431) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1129 *Control area extension (Washington, D. C.)*. The airspace within a 40-mile radius of the Washington National Airport, excluding the pie-shaped portion northeast of the airport bounded on the west by the eastern boundaries of Red civil airway No. 45 north of the Baltimore RR and Blue civil airway No. 21 south of the Baltimore RR and bounded on the south by the northern boundary of Green civil airway No. 5 east of the Shadyside RBN; the airspace centered on the Andrews AFB TVOR 53° radial extending from the Camp Springs, Md., 5-mile radius control zone boundary to a point 27 miles northeast thereof and having a width of 1 mile southeast of and 2.3 miles northwest of the Andrews AFB TVOR 053° radial at the control zone boundary and expanding to a total width of 4.6 miles (2.3 miles either side of the centerline) at the point 27 miles northeast of the control zone boundary. The portion of this control area extension which lies within the geographic limits of the Washington Prohibited Area (P-56) is excluded; the portions of this control area extension which lie within the geographic limits of, and between the designated altitudes of, the Chesapeake Bay Restricted Area (R-35), the Quantico Restricted Area (R-37), the West Dahlgren Restricted Area (R-38) and the Aberdeen Restricted Area (R-54) are excluded during the restricted areas' times of designation; the portions of this control area extension which lie within the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1130 *Control area extension (Spokane, Wash.)*. The airspace within a radius of 45 nautical miles centered on the Fairchild AFB, Spokane, Wash. The portions of this control area extension which lie within the Spokane (Geiger Field) Restricted Area/Military

Climb Corridor (R-538) shall be used only after obtaining prior authority from the controlling agency.

§ 601.1131 *Control area extension* (*Sitka, Alaska*). Within 5 miles either side of the southwest course of the Sitka, Alaska, radio range extending from the radio range station to a point 25 miles southwest.

§ 601.1132 *Control area extension* (*West Palm Beach, Fla.*). Within 5 miles either side of the 36° True radial of the West Palm Beach omnirange extending from the omnirange station to its intersection with the 109° True radial of the Orlando, Fla., omnirange thence northwestward within 5 miles either side of the Orlando omnirange 109° True radial to its intersection with the center line of Wilmington, N. C., control area extension No. 1150, excluding the portion below 2000 feet MSL which lies outside the continental limits of the United States.

§ 601.1133 *Control area extension* (*Seattle, Wash.*). The airspace within a 30-mile radius of the Seattle-Tacoma International Airport, excluding the portions which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Areas (R-503, R-504 and R-505) during these restricted areas' times of designation; the airspace northwest of Seattle bounded on the northeast by Amber civil airway No. 1, on the north by Red civil airway No. 79, on the west by longitude 123°15'00'' and on the south by VOR civil airway No. 27. The portions of this control area extension which lie within the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1134 *Control area extension* (*Columbus, Ga.*). That airspace north of Columbus bounded on the northwest by VOR civil airway No. 20, on the south by VOR civil airway No. 56, on the east by VOR civil airway No. 97, and on the north by the Atlanta, Ga., 50-mile radius control area extension.

§ 601.1135 *Control area extension* (*Marianna, Fla.*). Within 5 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 20 miles southeast, excluding the airspace above 19,000 feet overlapping Tyndall AFB restricted area (R-336) between sunset and sunrise.

§ 601.1136 *Control area extension* (*San Juan, P. R.*). Within a radius of 100 nautical miles of the Isle Grande Airport, San Juan, P. R., excluding the airspace over existing restricted areas and warning areas. (Designated to conform with Recommendation No. 6 of the Rules of the Air and Air Traffic Control Committee of the Second ICAO Caribbean Regional Air Navigation Meeting, as approved by the Council of ICAO.)

§ 601.1137 *Control area extension* (*Big Spring, Tex.*). The airspace within a 35-mile radius of the Big Spring omnirange station.

§ 601.1138 *Control area extension* (*Orlando, Fla.*). The airspace bounded on the north by latitude 29°00'00'', on the west by Tampa control area extension 601.1325, on the south by latitude 27°45'00'', on the east by Blue civil airway No. 19 and on the northeast by VOR civil airway No. 159-E to the Orlando VOR and by VOR civil airway No. 267 north of the Orlando VOR.

§ 601.1139 *Control area extension* (*Fort Rucker, Ala.*). Within a 35-mile radius of a point at latitude 31°14'55'', longitude 85°46'20'', Fort Rucker, Ala., excluding the portion which overlaps restricted area R-156, and excluding the portion above 19,000 feet MSL between sunset and sunrise which lies beneath and which conflicts with restricted area R-336.

§ 601.1140 *Control area extension* (*Youngstown, Ohio*). The airspace within a 35-mile radius of the Youngstown VOR. The portions of this control area extension which lie within the Youngstown, Ohio (Youngstown Municipal Airport) Restricted Area/Military Climb Corridor (R-541) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1141 *Control area extension* (*Boston, Mass.*). That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1142 *Control area extension* (*Boston, Mass.*). That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1143 *Control area extension* (*Nantucket, Mass.*). That airspace with tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of civil airways, and excluding those portions which overlap Warning Areas (W-21, W-95 and W-104).

§ 601.1144 *Control area extension* (*Nantucket, Mass.*). That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered on the intersection of a Great Circle course between the Nantucket Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Azores Santa Maria nondirectional radio beacon and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1145 *Control area extension* (*Nantucket, Mass.*). That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to a circle 15 miles in radius centered on the intersection of a rhumb line between the Nantucket Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') and the Kindley AFB Bermuda radio range station and the western boundary of the ICAO Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of civil airways.

§ 601.1146 *Control area extension* (*Galena, Alaska*). The airspace within 5 statute miles either side of the 086° and 278° radials of the Galena AFB TACAN extending from the TACAN to points 80 nautical miles east and west of the facility.

§ 601.1147 *Control area extension* (*New York, N. Y.*). That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel AFB, N. Y., radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

§ 601.1148 *Control area extension* (*Millville, N. J.*). That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1149 *Control area extension (Norfolk, Va.).* The airspace within a 55-mile radius of a point located at latitude 36°57′44″, longitude 76°24′44″, excluding the portions which lie within and overlap warning areas, excluding the portion below 2,000 feet MSL which lies beyond the shoreline, and excluding the portions which lie within the geographic limits of, and between the designated altitudes of, Restricted Areas R–31, R–32, R–33, R–43, R–47, R–49, R–74, R–85, R–88 and R–388 during the times of designation of these restricted areas.

§ 601.1150 *Control area extension (Wilmington, N. C.).* That area within a 5-mile radius circle of the Wilmington, N. C., (Carolina Beach), nondirectional radio beacon including the area bounded on the west by a line tangent to the circumference of this circle extending to the circumference of a circle 15 miles in radius centered at latitude 30°24′00″, longitude 79°05′30″ thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, and bounded on the east by a line tangent to the circumference of the 5-mile radius circle centered on the Wilmington (Carolina Beach) nondirectional radio beacon extending to the circumference of a circle 35 miles in radius centered at latitude 30°24′00″, longitude 79°05′30″, thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding the portion below 2000 feet mean sea level which lies outside of the continental limits of the United States.

§ 601.1151 *Control area extension (Wilmington, N. C.).* That area within tangent lines of circles 5 statute miles in radius centered on the Carolina Beach (Wilmington, N. C.) nondirectional radio beacon and 15 statute miles in radius centered on the intersection of the western boundary of the New York Oceanic Control Area and a direct line between the Carolina Beach nondirectional radio beacon and the Nassau, B. W. I., nondirectional radio beacon extending from the Carolina Beach nondirectional radio beacon to the western boundary of the New York Oceanic Control Area and the latitude 31°30′00″ N. Parallel, excluding that portion below 2,000 feet mean sea level which lies outside the continental limits of the United States.

§ 601.1152 *Control area extension (Charleston, S. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1153 *Control area extension (Jacksonville, Fla.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

§ 601.1154 *Control area extension (Bismarck, N. Dak.).* All that area within a 15-mile radius of the Bismarck omnirange station including all that area 5 miles either side of the ILS localizer course extending from the localizer to a point 20 miles southeast of the outer marker, and all that area within 5 miles either side of the 114° True radial of the omnirange station extending from the omnirange station to a point 25 miles southeast.

§ 601.1155 *Control area extension (Omaha, Nebr.).* The airspace lying within a 25-mile radius of the Omaha RR including the airspace south and southwest of Omaha bounded on the east by VOR civil airway No. 15, on the south by latitude 40°00′00″ on the west by longitude 98°00′00″, and on the north by VOR civil airway No. 6.

§ 601.1156 *Control area extension (Albany, Ga.).* Within 5 miles either side of the west course of the Albany radio range extending from the radio range station to a point 25 miles west and within 5 miles either side of the 335° True radial of the Albany omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1157 *Control area extension (Chicago, Ill.).* From the Chicago, Ill., O'Hare International Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

§ 601.1158 *Control area extension (Cleveland, Ohio).* That airspace lying over United States territory within a 50-mile radius of the Cleveland-Hopkins Airport.

§ 601.1159 *Control area extension (Moline, Ill.).* That airspace within a 15-mile radius of the Cordova, Ill., omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by Green civil airway No. 3, on the south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by Long. 90°02′00″ and on the west by VOR civil airway No. 63 and the airspace within 5 miles either side of a direct line extending from the Polo, Ill., omnirange station to the intersection of the east (back) course of the Quad-City ILS localizer and the 318° True radial of the Bradford, Ill., omnirange station.

§ 601.1160 *Control area extension (South Bend, Ind.).* From the South Bend, Ind., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles east of the outer marker and all that area within a 15-mile radius of the South Bend omnirange station.

§ 601.1161 *Control area extension (Chicago, Ill.).* All that area within a 30-mile radius of the Chicago-Midway Airport; all that area within a 15-mile radius of the Chicago Heights omnirange station; all that area east of the Chicago Midway Airport bounded on the northwest by Red civil airway No. 28, on the east by Blue civil airway No. 6 and on the south by Red civil airway No. 12, and all that area southeast of Chicago Midway Airport bounded on the north by Red civil airway No. 12, on the east by Blue civil airway No. 6, on the south by Green civil airway No. 3 and on the west by Red civil airway No. 14.

§ 601.1162 *Control area extension (Danville, Va.).* The airspace bounded on the northeast by VOR civil airway No. 136, on the southeast by VOR civil airway No. 20, and on the northwest by VOR civil airway No. 143.

§ 601.1163 *Control area extension (Vero Beach, Fla.).* That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirange station to a circle 10 miles in radius centered on the intersection of the east course of the Melbourne, Fla., radio range and the center of Control area extension No. 1150, excluding that portion below 5,000 feet except that airspace which lies within existing control area or control area extension.

§ 601.1164 *Control area extension (Quonset Point, R. I.).* All that area bounded by a line beginning at a point on the southern boundary of Red civil airway No. 94 at lat. 41°35′00″;, long. 71°06′30″, thence westward along that airway boundary to the southeastern boundary of Red civil airway No. 21, thence southwesterly along the southeastern boundary of that airway to lat. 41°32′00″, long. 71°33′25″, thence perpendicularly southeastward to a point 3 miles from the southwest course of the Providence, R. I., radio range, thence southwestward paralleling the southwest course of the Providence, R. I., radio range to a point at lat. 41°17′00″, long. 71°44′45″ on an arc of a circle with a 27-mile radius centered on the Quonset Point, R. I., NAS radio range station, thence counterclockwise along this arc to lat. 41°17′15″, long. 71°00′40″, thence northwestward to lat. 41°29′25″, long. 71°12′00″, thence northeastward to lat. 41°35′00″, long. 71°06′30″, point of beginning, excluding the portions which overlap restricted areas and caution areas.

§ 601.1165 *Control area extension (Oakland, Calif.).* The airspace southeast of Oakland bounded on the southwest by VOR civil airway No. 107, on the southeast by Blue civil airway No. 60 and on the north by Red civil airway No. 60; the airspace northeast of Oakland bounded on the northwest by Green civil airway No. 3, on the east by Blue civil airway No. 7 and on the south by Red Civil airway No. 60.

§ 601.1166 *Control area extension (Mobile, Ala.)*. Within a 25-mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C-488, and within 5 miles either side of the 292° True radial of the Mobile omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1167 *Control area extension (Ontario, Oreg.)*. That airspace within an 8½-mile radius of the Ontario Airport including the airspace southeast of Ontario bounded on the northeast by Green civil airway No. 10, on the south by the Boise, Idaho, control area extension, on the southwest by a line 12 miles southwest of and parallel to Green civil airway No. 10.

§ 601.1168 *Control area extension (Ponca City, Okla.)*. Within a 15-mile radius of the Ponca City Airport and within 5 miles either side of the 284° True radial of the Ponca City omnirange extending from the omnirange station to a point 25 miles west.

§ 601.1169 *Control area extension (Idlewild, N. Y.)*. That airspace within 5 miles either side of a direct line extending from the intersection of the southeast course of the Mitchel AFB, N. Y., RR and the Riverhead, N. Y., VOR 223° radial to the Nantucket, Mass., CONSOLAN monitor site at latitude 41°15′35″, longitude 70°09′19″, excluding the airspace below 2,000 feet MSL.

§ 601.1170 *Control area extension (Owensboro, Ky.)*. That airspace bounded on the north by VOR civil airway No. 4, on the southwest by VOR civil airway No. 7 and on the southeast by a line extending through points at latitude 38°04′20″, longitude 86°41′20″ and latitude 37°22′00″, longitude 87°09′40″.

§ 601.1171 *Control area extension (El Paso, Tex.)*. Within 5 miles either side of the north course of the El Paso radio range extending from the radio range station to a point 11 miles north of the Newman, Tex., omnirange station, excluding the portion which overlaps restricted areas, and all that area south of El Paso bounded on the northeast by VOR civil airway No. 66, on the south by a line 5 miles south of and parallel to a direct line between the Clint, Tex., nondirectional radio beacon and the Hudspeth, Tex., omnirange station, and on the west by a line 5 miles west of and parallel to the centerline of the south course of the El Paso, Tex., radio range, excluding the portion which lies outside the continental limits of the United States, and including that area northeast of El Paso bounded on the south by Green civil airway No. 5, on the west by the north course of the El Paso radio range, on the north by latitude 32°00′00″, and on the east by Red civil airway No. 71.

§ 601.1172 *Control area extension (Rantoul, Ill.)*. That airspace within a 25-mile radius of the Chanute Air Force Base, Rantoul, Ill.

§ 601.1173 *Control area extension (San Francisco, Calif.)*. That airspace bounded by a line beginning at a point at latitude 38°08′30″, longitude 122°54′00″, thence to latitude 37°14′00″, longitude 122°24′55″, thence to latitude 36°16′00″, longitude 124°26′00″, thence to latitude 37°40′00″, longitude 125°23′30″, thence to latitude 37°50′00″, longitude 124°24′30″, thence to latitude 38°00′00″, longitude 123°23′00″, thence to latitude 38°03′20″, longitude 123°12′00″, thence to point of beginning. The portion of this control area extension which lies within Point Reyes warning area (W-513) is excluded below 3000 feet mean sea level between the hours 8:00 p. m. and 8:00 a. m. P. s. t. Monday through Friday, and is excluded entirely between the hours 8:00 a. m. and 8:00 p. m. P. s. t. Monday through Friday.

§ 601.1174 *Control area extension (Ukiah, Calif.)*. Within 5 miles either side of the 218° True radial of the Ukiah omnirange extending from the omnirange station to a point 17 miles southwest.

§ 601.1175 *Control area extension (Charleston, S. C.)*. Within 5 miles either side of the 341° True radial of the Charleston, S. C., omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1176 *Control area extension (Santa Barbara, Calif.)*. That airspace centered on the 247° True radial of the Santa Barbara omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area. The portion of this control area lying west of longitude 120°30′00″ shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1177 *Control area extension (Long Beach, Calif.)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Long Beach, Calif., omnirange station to a circle 5 miles in radius centered at a point at latitude 32°09′00″ N., longitude 119°50′30″ W., to a circle 14 miles in radius centered at a point at latitude 32°00′00″ N., longitude 120°00′00″, thence to a circle 19 miles in radius centered at a point at latitude 31°35′30″ N., longitude 121°21′30″ W., the eastern boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL between a point 63 miles southwest of the Long Beach omnirange station at latitude 33°06′50″ N., longitude 118°48′00″ W. and the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1178 *Control area extension (Honolulu, T. H.)*. All that area within a radius of 25 miles from the Honolulu radio range station extending clockwise from a point 25 miles northeast of the radio range station on Green civil airway No. 9 to a point 25 miles southwest of the radio range station on Green civil airway No. 9; also, the airspace within 5 miles either side of the north course of the Honolulu radio range extending from the radio range station to the southern boundary of the Kaneohe, T. H., control area extension (§ 601.1380).

§ 601.1179 *Control area extension (Hilo, T. H.)*. All that airspace within a radius of 25 miles from the Hilo, T. H., radio range station extending clockwise from a point 25 miles north of the Hilo range station on Amber civil airway No. 12 to a point 25 miles east of the Hilo range station on Red civil airway No. 87. The airspace lying east of Hilo bounded by a line beginning at a point at latitude 19°39′30″ N., longitude 154°30′20″ W., thence extending clockwise along the arc of a circle centered at a point at latitude 19°39′30″ N., longitude 154°46′00″ W., to a point at latitude 19°25′30″ N., longitude 154°41′00″ W., thence to a point at latitude 19°34′00″ N., longitude 154°55′00″ W., thence to a point at latitude 19°39′30″ N., longitude 154°56′00″ W., thence to point of beginning.

§ 601.1180 *Control area extension (San Antonio, Tex.)*. All that area within a 60-mile radius of the San Antonio, Tex., radio range station and that airspace northeast of the San Antonio radio range station bounded on the northwest by the Austin, Tex., control area extension, on the northeast by Red civil airway No. 32 and on the south by a straight line between points located at latitude 29°48′25″, longitude 97°25′30″ and latitude 29°52′40″, longitude 97°10′25″ and that airspace east of San Antonio bounded on the south by VOR civil airway No. 198, on the northwest by VOR civil airway No. 222 and on the northeast by VOR civil airway No. 180.

§ 601.1181 *Control area extension (Elizabeth City, N. C.)*. That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Weeksville, N. C. (Navy) radio range station to a circle 10 miles in radius centered on the intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

§ 601.1182 *Control area extension (Enid, Okla.)*. The airspace in the vicinity of Vance AFB, Enid, Okla., bounded on the north by VOR civil airway No. 190, on the east by Blue civil airway No. 5, on the south by VOR civil airway No. 140 and Red civil airway No. 59, and on the west by longitude 98°30′00″.

§ 601.1183 *Control area extension (Fayetteville, N. C.)*. The airspace within a 35-mile radius of Grannis Airport, Fayetteville, N. C., excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Bragg Restricted Area (R-115) during its time of designation.

§ 601.1184 *Control area extension (Douglas, Ariz.)*. Within 5 miles either side of the 131° and 311° True radials of the Douglas omnirange extending from the United States-Mexican Border to a point 15 miles northwest of the omnirange station.

§ 601.1185 *Control area extension (Provo, Utah)*. Within 5 miles either side of the 125° True radial of the Provo VOR extension from the VOR to a point 25 miles southeast.

§ 601.1186 *Control area extension (Tucson, Ariz.).* Within 5 miles either side of the west course of the Tucson radio range extending from the radio range station to a point 25 miles west and the airspace south of Tucson bounded on the north by Green civil airway No. 5, on the northeast by VOR civil airway No. 66, and on the west and south by VOR civil airway No. 202, excluding the portion which overlaps the Sahuarita restricted area R-310 and the airspace in the southwest quadrant of the Tucson radio range lying within a 30-mile radius of the radio range station.

§ 601.1187 *Control area extension (Jackson, Mich.).* Within 5 miles either side of a 313° True bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest.

§ 601.1188 *Control area extension (Milwaukee, Wis.).* The airspace within a 20-mile radius of General Mitchell Field, including the airspace south of Milwaukee bounded on the northeast and east by VOR civil airway No. 217, on the south by VOR civil airway No. 172 and on the west by VOR civil airway No. 9.

§ 601.1189 *Control area extension (Daggett, Calif.).* From the Daggett, Calif., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

§ 601.1190 *Control area extension (McComb, Miss.).* The airspace within 5 miles either side of a 026° True bearing extending from the McComb RBN to the western boundary of VOR civil airway No. 9, and within 5 miles either side of the McComb VOR 74° True radial extending from the VOR to a point 15 miles east.

§ 601.1191 *Control area extension (Thermal, Calif.).* Within 5 miles either side of the 80° True radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., nondirectional radio beacon.

§ 601.1192 *Control area extension (Merced, Calif.).* The airspace in the vicinity of Castle Air Force Base, Merced, Calif., bounded on the east by VOR civil airway No. 23, on the south by VOR civil airway No. 230, on the west by Blue civil airway No. 14 and on the north by the Stockton, Calif., control area (§ 601.1242).

§ 601.1193 *Control area extension (Monterey, Calif.).* The area bounded by a line 5 miles southeast of and parallel to the 241° True radial of the Salinas omnirange extending from the western boundary of VOR civil airway No. 27 to a point at latitude 36°27′30″ N., longitude 121°52′30″ W.; thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR civil airway No. 27; thence southeasterly along the western boundary of VOR civil airway No. 27 to the point of beginning, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Ord restricted area (R-284) during this restricted area's time of designation.

§ 601.1194 *Control area extension (Sacramento, Calif.).* The airspace northwest and northeast of Sacramento bounded on the north by VOR civil airway No. 200, on the west by VOR civil airway No. 27, on the southwest by VOR civil airway No. 199, on the southeast by VOR civil airway No. 6 and 6-N, and on the east by longitude 121°09′00″; the airspace east of Sacramento within a 50-mile radius of Mather Air Force Base in the east quadrant of the Sacramento radio range bounded on the northwest by Green civil airway No. 3 and on the southwest by Amber civil airway No. 1. The portion of this control area which lies within the geographic limits of, and between the designated altitudes of, the Camp Beale restricted area (R-265) is excluded during this restricted area's time of designation.

§ 601.1195 *Control area extension (San Angelo, Tex.).* That airspace within a 35-mile radius of the San Angelo, Tex., omnirange station.

§ 601.1196 *Control area extension (Yuma, Ariz.).* From the Yuma, Ariz., radio range station extending 5 miles either side of the south course of the radio range to a point 15 miles south of the radio range station.

§ 601.1197 *Control area extension (Dubois, Idaho).* From the Dubois, Idaho, radio range station extending 5 miles either side of the east course of the Dubois radio range to its intersection with the northeast course of the Idaho Falls, Idaho, radio range.

§ 601.1198 *Control area extension (Idaho Falls, Idaho).* From the Idaho Falls, Idaho, radio range station extending 5 miles either side of the northwest course of the radio range to its intersection with Blue civil airway No. 51, and extending 5 miles either side of the northeast course of the radio range to its intersection with the east course of the Dubois, Idaho, radio range.

§ 601.1199 *Control area extension (St. Cloud, Minn.).* That airspace within 5 miles either side of a line bearing 57° True from the St. Cloud Airport extending from the airport to a point 20 miles northeast.

§ 601.1200 *Control area extension (Columbia, S. C.).* All of the airspace south of the Columbia omnirange station bounded on the north by VOR civil airway No. 56, on the northeast by VOR civil airway No. 53, on the south by VOR civil airway No. 18 and on the west by VOR civil airway No. 185, excluding the portion which overlaps Prohibited Area (P-378); the airspace southeast of Columbia bounded on the north by VOR civil airway No. 56, on the east by VOR civil airway No. 3 and on the southwest by VOR civil airway No. 53, excluding the portion below 26,000 feet MSL between sunrise and sunset which overlaps restricted area (R-384).

§ 601.1201 *Control area extension (Saginaw, Mich.).* From the Saginaw, Mich., non-directional radio beacon extending 5 miles either side of a track 347° True to a point 25 miles northwest of the non-directional radio beacon.

§ 601.1202 *Control area extension (Tucumcari, N. Mex.).* From the Tucumcari, N. Mex., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1203 *Control area extension (Montague, Calif.).* Within 5 miles either side of a line bearing 179° True extending from the Montague nondirectional radio beacon to a point 10 miles south.

§ 601.1204 *Control area extension (El Morro, N. Mex.).* Within 5 miles either side of the south course of the El Morro radio range extending from the radio range station to a point 25 miles south.

§ 601.1205 *Control area extension (Albuquerque, N. Mex.).* That airspace within a 40-nautical-mile radius of the Albuquerque omnirange range station lying north of VOR civil airway No. 12; that airspace lying southwest of Albuquerque bounded on the north by VOR civil airway No. 12, on the east by VOR civil airway No. 19, and on the southwest by VOR civil airway No. 192. The portion of this control area extension which lies within Albuquerque restricted area (R-313) (published in § 608.39 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1206 *Control area extension (Midland, Tex.).* That airspace within a 25-mile radius of the Midland radio range station; that airspace within 5 miles either side of the Midland ILS localizer southwest course extending from the localizer to lat. 31°30′00″, and that airspace between the Midland, Tex., and El Paso, Tex., radio range stations bounded on the north by Green 5 and on the southwest, south and southeast by VOR civil airway No. 66; that airspace within 5 miles either side of the 146° True radial of the Midland omnirange extending from the omnirange station to a point 55 miles southeast.

§ 601.1207 *Control area extension (Carlsbad, N. Mex.).* Within 5 miles either side of the 165° True radial of the Carlsbad omnirange extending from the omnirange station to VOR civil airway No. 16N.

§ 601.1208 *Control area extension (Salt Flat, Tex.).* From the Salt Flat, Tex., radio range station extending 5 miles either side of the north course of the radio range to a point 15 miles north of the radio range station.

§ 601.1209 *Control area extension (Columbus, N. Mex.).* From the Columbus, N. Mex., radio range station extending 5 miles either side of the north course of the radio range to a point 25 miles north of the radio range station.

§ 601.1210 *Control area extension (Olathe, Kans.)*. That airspace not presently controlled bounded on the north by the St. Joseph, Mo., VOR 258° radial, on the west by the Emporia, Kans., VOR 346° radial and the eastern edge of the Wichita, Kans., control area extension, on the south by the northern edge of Red civil airway No. 105 to the eastern edge of Amber civil airway No. 4, thence north along the eastern edge of Amber 4 to latitude 38°12′00″, thence east along latitude 38°12′00″ to the western edge of VOR civil airway No. 205, thence north along the western edge of VOR civil airway No. 205 to the Kansas City, Mo., omnirange station, thence north along the western edge of VOR civil airway No. 15 to the St. Joseph, Mo., omnirange station.

§ 601.1211 *Control area extension (Dallas, Tex.)*. All that area southeast of the Dallas, Tex., nondirectional radio beacon bounded on the west by Blue civil airway No. 5, on the north by Red civil airway No. 10, on the east by a line beginning at Lat. 32°42′15″, Long. 96°21′15″ and extending via Lat. 32°17′00″, Long. 96°25′00″ to the Waco, Tex., radio range station.

§ 601.1212 *Control area extension (White Sulphur Springs, W. Va.)*. That airspace within 5 miles either side of lines bearing 227° True and 47° True from the Greenbrier Airport extending from VOR civil airway No. 260 on the southwest to a point 10 miles northeast of the airport.

§ 601.1213 *Control area extension (Chatsworth, Calif.)*. All that area bounded on the northwest by Green civil airway No. 4, on the east by Amber civil airway No. 1, and on the south by Red civil airway No. 90.

§ 601.1214 *Control area extension (Brownsville, Tex.)*. All that area either side of a rhumb line between the Brownsville, Tex., radio range station and the Tampa, Fla., radio range station extending 5 miles on either side of such line from the Brownsville, Tex., radio range station to the coastline, excluding the portion lying within the Territory of Mexico, thence diverging at an angle of 15° on the north side and bounded on the south side by the northern boundary of the Mexico Oceanic Control Area to the western boundary of the New Orleans Oceanic Control Area excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1215 *Control area extension (Galveston, Tex.)*. All that area extending from the Houston, Tex., control area to the New Orleans Oceanic Control Area, bounded on the west by a line from lat. 29°04′40″, long. 95°00′00″, to lat. 28°02′20″, long. 94°20′00″, and bounded on the east by a line from lat. 29°16′00″, long. 94°43′15″ to lat. 28°15′00″, long. 92°42′00″ excluding that portion below 2,500 feet between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1216 *Control area extension (New Orleans, La.)*. All of the airspace from the United States shoreline bounded on the north by a direct line from the Navy New Orleans nondirectional radio beacon to a point at latitude 29°25′00″, longtitude 87°00′00″, on the southeast by a line extending from latitude 29°25′00″, longitude 87°00′00″ to a point at latitude 28°50′00″, longitude 88°00′00″ thence south along longitude 88°00′00″ to the northern boundary of the New Orleans Oceanic Control Area, on the south by the New Orleans Oceanic Control Area, on the west by longitude 90°15′00″, and on the northwest by the New Orleans control area extension (601.1925), excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States.

§ 601.1217 *Control area extension (Kodiak, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Kodiak, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 107° True from the Kodiak radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1218 *Control area extension (Homer, Alaska)*. That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Homer, Alaska, radio range station to the circumference of a circle 10 miles in radius centered at the point of intersection of a line bearing 118° True from the Homer radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

§ 601.1219 *Control area extension (Pensacola, Fla.)*. The airspace within a 25-mile radius of NAAS Saufley Field including the airspace within an arc of 38 statute miles centered on NAAS Saufley, bounded on the west by a line extending between points at latitude 30°06′00″, longitude 87°49′00″ and latitude 30°15′00″, longitude 87°41′00″, and bounded on the east by a line connecting the following points: latitude 30°19′00″, longitude 87°13′00″; latitude 30°16′15″, longitude 87°12′30″; latitude 30°16′00″, longitude 87°14′15″ and latitude 29°55′00″, longitude 87°20′00″.

§ 601.1220 *Control area extension (Burlington, Vt.)*. The airspace centered on the Burlington, Vt., VOR 025° radial extending from the airport 5-mile radius control zone boundary to a point 27 miles northeast thereof and having a width of 1 mile southeast of and 4 miles northwest of the VOR 025° radial at the control zone boundary and tapering to a width of 4.6 miles (2.3 miles either side of the centerline) at the point 27 miles northeast of the control zone boundary. The portions of this control area extension which lie within the Burlington, Vt. (Ethan Allen AFB) Restricted Area/Military Climb Corridor (R-540) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1221 *Control area extension (Dothan, Ala.)*. From the Dothan, Ala., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.1222 *Control area extension (Pine Bluff, Ark.)*. Within 5 miles either side of the 20° True and 200° True radials of the Pine Bluff, Ark., omnirange extending from Green civil airway No. 5 on the northeast to a point 25 miles southwest of the omnirange station and within 5 miles either side of the 7° True and 187° True radials of the Pine Bluff omnirange extending from the omnirange station to points 20 miles north and south.

§ 601.1223 *Control area extension (Miramar, Calif.)*. That airspace bounded on the north by Red civil airway No. 65, on the east by Blue civil airway No. 14, on the south by Red civil airway No. 9 and on the west by Amber civil airway No. 1. The airspace east of Miramar bounded on the south by Red civil airway No. 9, on the west by Blue civil airway No. 14, on the northwest by Red civil airway No. 65 and on the east by longitude 116°05′00.

§ 601.1224 *Control area extension (Philipsburg, Pa.)*. All that area within a 15-mile radius of the Philipsburg, Pa., omnirange station.

§ 601.1225 *Control area extension (Erie, Pa.)*. All that area within a 15-mile radius of the Erie, Pa., omnirange station.

§ 601.1226 *Control area extension (Grand Isle, La.) (Nan-Love route)*. The airspace within tangent lines drawn from the circumference of a circle 5 statute miles in radius centered on the Grand Isle, La., nondirectional radio beacon extending to the circumference of a circle 15 statute miles in radius centered at a point midway on a rhumb line between the Grand Isle, La., and the Egmont Key, Fla., nondirectional radio beacons thence to the circumference of a circle 5 statute miles in radius centered on the Egmont Key, Fla., nondirectional radio beacon, excluding the portion below 2,000 feet MSL which lies outside the continental limits of the United States. This control area extension shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1227 *Control area extension (Lovelock, Nev.)*. From the Lovelock, Nev., omnirange station extending 5 miles either side of the 18° True radial of the omnirange to a point 15 miles north, and extending 5 miles either side of the 198° True radial of the omnirange to Green civil airway No. 3.

§ 601.1228 *Control area extension (Tampa, Fla.)*. All that area 5 miles either side of a straight line from the Tampa, Fla., radio range station to the Key West, Fla., radio range station, excluding that portion below 2,000 feet which lies outside the continental limits of the United States, and excluding the portion which overlaps Airspace Warning Areas (W-173) and (W-174). The portion of this control area above 20,000 feet mean sea level lying between north latitude 24°50′00″ and the southern boundary of the Miami Control area extension No. 1230 is excluded.

§ 601.1229 *Control area extension (Atterbury, Ind.).* That airspace bounded on the south by Lat. 39°10′00″, on the west by Long. 86°00′00″ and on the east and northeast by VOR civil airway No. 51, excluding the portion which overlaps Atterbury restricted area (R–65).

§ 601.1230 *Control area extension (Miami, Fla.).* The airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Miami ILS outer marker compass locator to the circumference of a circle 5 miles in radius centered on the Tamiami, Fla., RBN thence to the circumference of a circle 10 miles in radius centered on the intersection of a line bearing 276° True from the Tamiami, Fla., RBN and the eastern boundary of the New Orleans Oceanic control area including the airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Miami, Fla., RBN to the circumference of the 10-mile radius circle centered at the intersection of the eastern boundary of the New Orleans Oceanic control area and the 276° True bearing from the Tamiami RBN, and bounded on the east by the eastern limits of Blue civil airway No. 43. The portion of this control area extension below 2,000 feet MSL which lies outside the continental limits of the United States and the portion which lies within the geographic limits of the Sarasota Warning Area (W–168) is excluded.

§ 601.1231 *Control area extension (Newport, Vt.).* That airspace over United States territory within 5 miles either side of a 32° True bearing extending from the Newport, Vt., nondirectional radio beacon to a point 10 miles northeast.

§ 601.1232 *Control area extension (Miami, Fla.).* That airspace bounded by a line beginning on the eastern edge of Amber civil airway No. 7 at latitude 25°53′00″, extending easterly to the western boundary of the Miami Oceanic/Nassau Control Areà at latitude 25°55′00″, longitude 79°00′00″, thence due south along that boundary to latitude 24°40′00″, longitude 79°00′00″, thence southeasterly to latitude 24°00′00″, longitude 78°03′00″, thence due west to latitude 24°00′00″, longitude 80°25′00″, thence due north to the southern edge of Miami control area extension (§ 601.1230) and the southern edge of Amber civil airway No. 7, thence along Amber civil airway No. 7, to latitude 25°53′00″ point of beginning, excluding the portion below 1000 ft. MSL which lies outside of the continental limits of the United States.

§ 601.1233 *Control area extension (Key West, Fla.).* From the Key West, Fla., radio range station to the northern boundary of the Havana, Cuba, Control Area (24th parallel), extending 5 miles either side of a rhumb line between the Key West radio range station and the Santa Fe, Havana, Cuba, nondirectional radio beacon, excluding the portion below 2,000 feet m. s. l. which lies outside the continental limits of the United States.

§ 601.1234 *Control area extension (Marathon, Fla.).* Within 5 miles either side of a line bearing 219° True extending from the Marathon, Fla., nondirectional radio beacon to the northern boundary of the Havana, Cuba, Control Area excluding the portion below 2,000 ft. between Amber civil airway No. 7 and the Havana Control Area boundary, and within 5 miles either side of a direct line extending from the Marathon, Fla., nondirectional radio beacon to the Tamiami, Fla., nondirectional radio beacon.

§ 601.1235 *Control area extension (West Palm Beach, Fla.).* From the West Palm Beach, Fla., radio range station extending 5 miles either side of the east course of the West Palm Beach, Fla., radio range to its intersection with the western boundary of the Miami Oceanic/Nassau Control Area, excluding the portion below 1,000 feet outside the continental limits of the United States and excluding the portion which overlaps Airspace Warning Areas.

§ 601.1236 *Control area extension (Seattle, Wash.).* The airspace northeast of Seattle bounded on the south by VOR civil airway No. 2–N, on the east by longitude 121°35′00″, on the north by latitude 48°55′00″, and on the west by VOR civil airway No. 23.

§ 601.1237 *Control area extension (Waco, Tex.).* The airspace west of Waco bounded on the west by VOR civil airway No. 163, on the northeast by VOR civil airway No. 17–W, on the east by VOR civil airway No. 17, and on the south by VOR civil airway No. 76, excluding the portion lying within Fort Hood restricted area (R–219).

§ 601.1238 *Control area extension (Amarillo, Tex.).* All that airspace within a 50-mile radius of the Amarillo radio range station.

§ 601.1239 *Control area extension (Lubbock, Tex.).* All that airspace within a 25-mile radius of the Lubbock radio range station in the southwest, northwest, and northeast quadrants of the radio range and within a 40-mile radius of the radio range station in the southeast quadrant of the radio range.

§ 601.1240 *Control area extension (Tyler, Tex.).* All that airspace within a 25-mile radius of the Tyler, Tex., nondirectional radio beacon including the area between the Dallas, Tex., radio range station and the Shreveport, La., radio range station bounded on the north by Red 10, on the south by Red 68 and on the west by Blue 5; and including the airspace within 5 miles either side of the 248° radial of the Gregg County omnirange extending southwestward from the omnirange station to the Tyler 25-mile radius control area.

§ 601.1241 *Control area extension (Tulsa, Okla.).* That airspace within a 25-mile radius of the Tulsa, Okla., radio range station; that airspace southwest of Tulsa bounded on the northwest by VOR civil airway No. 14, on the southeast by VOR civil airway No. 15 and on the southwest by VOR civil airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR civil airway No. 15E; on the east and southeast by lines 5 miles east of and parallel to the 008° True radial of the McAlester, Okla., omnirange extending from southern boundary of VOR civil airway No. 74 to the McAlester omnirange station, on the east and southeast by a line 5 miles east of and parallel to a direct line extending between the McAlester omnirange station and the Dallas, Tex., omnirange station, and on the south by the Sherman, Tex., Perrin AFB control area extension No. 1330.

§ 601.1242 *Control area extension (Stockton, Calif.).* The airspace within a 15-mile radius of the Modesto, Calif., omnirange station including the airspace west of Modesto bounded on the south by VOR civil airway No. 28 and on the northwest and northeast by VOR civil airway No. 244 and including the airspace northwest and northeast of Stockton bounded on the northwest by VOR civil airway No. 6–S, on the northeast by VOR civil airway No. 23 and on the south by VOR civil airway No. 244.

§ 601.1243 *Control area extension (La Crosse, Wis.).* Within a 25-mile radius of the La Crosse Airport from Green civil airway No. 2 on the southeast course of the La Crosse radio range extending clockwise to Red civil airway No. 36, and all that area within a 15-mile radius of the La Crosse terminal omnirange station.

§ 601.1244 *Control area extension (Terre Haute, Ind.).* Within 5 miles either side of the 2° True radial of the Terre Haute omnirange station extending from the omnirange station to a point 25 miles north, including all that area within a 15 mile radius of the Terre Haute omnirange station.

§ 601.1245 *Control area extension (Port Allen, Kauai, T. H.).* The airspace lying northeast of Port Allen bounded on the south by Red civil airway No. 87, on the west by longitude 159°30′00″ W., and on the northeast by the arc of a circle 25 statute miles in radius centered at latitude 21°58′07″ N., longitude 159°20′27″ W.

§ 601.1246 *Control area extension (Evansville, Ind.).* The airspace within a 15-mile radius of the Evansville omnirange station and within 5 miles either side of lines bearing 38° and 218° True from the ILS outer marker extending from the 15-mile radius control area to a point 25 miles north of the outer marker, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, Camp Breckinridge restricted area (R–51) during the restricted area's designated time of use.

§ 601.1247 *Control area extension (Las Vegas, Nev.).* The airspace south of Las Vegas bounded on the northeast by VOR civil airway No. 135, on the southeast by VOR civil airway No. 245, on the south by VOR civil airway No. 210 and on the northwest by VOR civil airway No. 8; the airspace east of Las Vegas lying within 5 miles either side of a line extending from the intersection of the Morman Mesa, Nev., VOR 185° True radial and the Las Vegas VOR 86° True radial to the intersection of the southeast course of the Las Vegas, Nev., RR and the north course of the Needles, Calif., RR.

§ 601.1248 *Control area extension (Richmond, Va.)*. That airspace within a 25-mile radius of the Richmond, Va., radio range station, bounded on the southeast by the Norfolk control area extension.

§ 601.1249 *Control area extension (Aberdeen, S. Dak.)*. All that area within a 15 mile radius of the Aberdeen omnirange station.

§ 601.1250 *Control area extension (Jamestown, N. Dak.)*. All that area within a 15-mile radius of the Jamestown omnirange station including the area within 5 miles either side of the 191° True radial of the omnirange extending from the omnirange station to a point 25 miles south.

§ 601.1251 *Control area extension (Mansfield, Ohio)*. All that area within a 15-mile radius of the Mansfield omnirange station including the area within 5 miles either side of the 130° True radial of the omnirange extending from the omnirange station to a point 25 miles southeast including all that area west of the Mansfield omnirange station bounded on the southeast by VOR civil airway No. 246, on the southwest by VOR civil airway No. 279 and on the north by VOR civil airway No. 8.

§ 601.1252 *Control area extension (Janesville, Wis.)*. All that area within a 15-mile radius of the Janesville omnirange station.

§ 601.1253 *Control area extension (Bradford, Ill.)*. All that area within a 15-mile radius of the Bradford omnirange station.

§ 601.1254 *Control area extension (Pontiac, Ill.)*. All that area within a 15-mile radius of the Pontiac omnirange station.

§ 601.1255 *Control area extension (Findlay, Ohio)*. All that area within a 15-mile radius of the Findlay omnirange station.

§ 601.1256 *Control area extension (Pittsburgh, Pa.)*. Within a 75-mile radius of the Pittsburgh VOR excluding the portion which overlaps the Youngstown, Ohio Control area extension (601.1140).

§ 601.1257 *Control area extension (Goshen, Ind.)*. That airspace within a 15-mile radius of the Goshen omnirange station, and the airspace northeast of the omnirange station bounded on the west by Blue civil airway No. 3, on the north by Red civil airway No. 12, on the northeast by VOR civil airway No. 30, and on the south by Green civil airway No. 3.

§ 601.1258 *Control area extension (Lafayette, Ind.)*. The airspace within a 25-mile radius of Purdue University Airport, Lafayette, Ind., including the airspace bounded on the south by a line 5 miles south of and parallel to a direct line from the Westpoint, Ind., omnirange station to the Kokomo, Ind., omnirange station, on the north by a line 5 miles north of and parallel to the 59° True radial of the Lafayette omnirange and on the northeast by the Peru, Ind., control area extension (§ 601.1405).

§ 601.1259 *Control area extension (Huron, S. Dak.)*. All that area within a 15-mile radius of the Huron omnirange station.

§ 601.1260 *Control area extension (Altus, Okla.)*. All of the airspace bounded on the north by VOR civil airway No. 140 between the Amarillo, Tex., and the Sayre, Okla., omnirange stations and by VOR civil airway No. 272 between Sayre and Oklahoma City, Okla., omnirange stations, thence on the east by VOR civil airway No. 77 to Wichita Falls, Tex., omnirange station, thence on the south and southwest by VOR civil airway No. 114 to Amarillo, Tex., omnirange station, excluding the portion which overlaps the Fort Sill restricted area (R-208); the airspace north of Altus Air Force Base bounded on the west by longitude 99°38′00″, on the northeast by VOR civil airway No. 17 and on the south by VOR civil airway No. 272. All of the airspace southwest of Altus AFB bounded on the northeast by VOR civil airway No. 114, on the south by VOR civil airway No. 102 and on the northwest by VOR civil airway No. 14.

§ 601.1261 *Control area extension (Lansing, Mich.)*. All that area within a 15-mile radius of the Lansing omnirange station including the area within 5 miles either side of the 232° True radial of the omnirange extending from the omnirange station to a point 25 miles southwest, and within 5 miles either side of the northwest couse of the Lansing radio range extending from the radio range station to Blue civil airway No. 42. The airspace south of Lansing bounded on the south by VOR civil airway No. 100, on the northwest by VOR civil airway No. 218, and on the northeast by VOR civil airway No. 45.

§ 601.1262 *Control area extension (Mason City, Iowa)*. All that area within a 15-mile radius of the Mason City omnirange station.

§ 601.1263 *Control area extension (Rochester, Minn.)*. That airspace within a 15-mile radius of the Rochester, Minn., omnirange station.

§ 601.1264 *Control area extension (Dyersburg, Tenn.)*. Within 5 miles either side of a line bearing 95° True and 275° True extending from the Dyersburg non-directional radio beacon to points 20 miles east and west and within 5 miles either side of the 78° True and 258° True radials of the Dyersburg omnirange extending from the omnirange station to points 20 miles northeast and southwest.

§ 601.1265 *Control area extension (Edenton, N. C.)*. That airspace bounded on the west by Amber civil airway No. 9, on the north by the Norfolk, Va., control area extension (§ 601.1149), on the northeast by Red civil airway No. 34 and the Elizabeth City, N. C., control area extension (§ 601.1181), on the southeast by the northwest shore of Pamlico Sound, and on the south by the Cherry Point restricted area (R-123), excluding the portions which lie within the geographic limits of, and between the designated altitudes of, Albemarle Sound Restricted Areas R-1, R-2, R-3, R-6, R-7, R-8 and R-9 during the times of designation of these restricted areas.

§ 601.1266 *Control area extension (Litchfield, Mich.)*. That airspace within a 15-mile radius of the Litchfield, Mich., omnirange station and the airspace southeast of the omnirange station bounded on the north by VOR civil airway No. 10, on the northeast by VOR civil airway No. 47, on the southeast by VOR civil airway No. 98 and on the southwest by VOR civil airway No. 30.

§ 601.1267 *Control area extension (Springfield, Ill.)*. The airspace within a 15-mile radius of Springfield omnirange station extending clockwise from the centerline of VOR civil airway No. 233 north of Springfield to the centerline of VOR civil airway No. 50 west of Springfield, and within a 25-mile radius of the omnirange station extending clockwise from the centerline of VOR civil airway No. 50 west of Springfield to the centerline of VOR civil airway No. 233 north of Springfield, Ill.

§ 601.1268 *Control area extension (Sioux Falls, S. Dak.)*. That airspace southeast of Sioux Falls within a 15 mile radius of the Sioux Falls omnirange station extending clockwise from the southern boundary of VOR civil airway No. 80 to the eastern boundary of VOR civil airway No. 15; that airspace within a 23 mile radius of the Sioux Falls omnirange station extending from the western boundary of VOR civil airway No. 15 south of Sioux Falls thence clockwise to the northern boundary of VOR civil airway No. 80.

§ 601.1269 *Control area extension (Watertown, S. Dak.)*. That airspace within a 15-mile radius of the Watertown omnirange station and within 5 miles either side of the 6° True radial of the omnirange extending from the omnirange station to a point 25 miles north of the omnirange station.

§ 601.1270 *Control area extension (Harrisburg, Pa.)*. All that area within a 15-mile radius of the Harrisburg omnirange station.

§ 601.1271 *Control area extension (Front Royal, Va.)*. All that area within a 15-mile radius of the Front Royal omnirange station.

§ 601.1272 *Control area extension (Baltimore, Md.)*. The airspace within a 15-mile radius of the Baltimore VOR excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Aberdeen Restricted Area (R-54) and the Edgewood Arsenal Restricted Area (R-82) during their times of designation. The portions of this control area extension which lie within the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1273 *Control area extension (Syracuse, N. Y.)*. All that area within a 15-mile radius of the Syracuse omnirange station.

§ 601.1274 *Control area extension (Niagara Falls, N. Y.)*. All that area within 5 miles either side of a direct line extending from the Niagara Falls ILS outer marker to the Dunkirk, N. Y., nondirectional radio beacon, excluding the portion which lies outside the continental United States.

§ 601.1275 *Control area extension (Fairbanks, Alaska)*. The airspace within a 25-mile radius of Ladd Air Force Base, within 5 miles either side of the east course of the Fairbanks radio range extending to a point 25 miles east of the Chena, Alaska, nondirectional beacon, and the airspace within 15 miles on the southwest side of the centerline of Amber civil airway No. 2 extending from the Big Delta, Alaska, radio range station to the Fairbanks 25-mile radius control area extension, excluding the portion which lies within and overlaps Big Delta restricted area R-346.

§ 601.1276 *Control area extension (Cheyenne, Wyo.)*. All that area within a 25-mile radius of the Cheyenne, Wyo., radio range station in the southeast quadrant of the radio range and all that area within 5 miles either side of the 32° True radial of the Cheyenne, Wyo., omnirange station from the omnirange station extending to a point 25 miles northeast.

§ 601.1277 *Control area extension (Denver, Colo.)*. That airspace southwest of Denver lying within a 34-mile radius of the Denver omnirange station bounded on the north by VOR civil airway 8 and on the east by Amber civil airway No. 3 including the airspace within 5 miles either side of a line bearing 174° True extending from the Aurora nondirectional radio beacon to a point 25 miles south; that airspace northeast of Denver bounded on the east and northeast by VOR civil airway No. 19, on the southeast by VOR civil airway No. 160, and on the west by VOR civil airway No. 89; that airspace southeast of Denver bounded on the northeast by VOR civil airway No. 4, on the east by VOR civil airway No. 19, on the southwest by the Colorado Springs, Colo., control area extension and on the west by Amber civil airway No. 3. The portion of this control area below 22,000 feet MSL which lies within restricted area (R-195) (Published in § 608.15 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1278 *Control area extension (Des Moines, Iowa)*. All that area within a 25-mile radius of the Des Moines, Iowa, radio range station in the northwest and northeast quadrants of the radio range.

§ 601.1279 *Control area extension (Rapid City, S. Dak.)*. The airspace within a 25-mile radius of the Rapid City radio range station lying in the northwest and northeast quadrants of the radio range; the airspace southeast of Rapid City lying within a 55-nautical mile radius of the Rapid City omnirange station bounded on the north by VOR civil airway No. 26 and on the west by VOR civil airway No. 89 excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Scenic restricted area (R-190) during the restricted area's time of designation.

§ 601.1280 *Control area extension (Sheridan, Wyo.)*. All that area within a 25-mile radius of the Sheridan, Wyo., radio range station in the north and east quadrants of the radio range.

§ 601.1281 *Control area extension (Pueblo, Colo.)*. All that area within a 25-mile radius of the Pueblo, Colo., radio range station in the northeast and southeast quadrants of the radio range.

§ 601.1282 *Control area extension (Wichita, Kans.)*. All of the airspace bounded on the north by a line 10 miles north of and parallel to the 259° True and 79° True radials of the Emporia, Kans., omnirange, on the east by a line 10 miles east of and parallel to the 209° True and 29° True radials of the Emporia, Kans., omnirange to and along the southern boundary of Red civil airway No. 105 to a point at latitude 37°45′00″, longitude 96°04′15″, thence direct to latitude 37°22′00″, longitude 96°11′00″, thence direct to latitude 37°08′30″, longitude 96°11′00″; on the south by a line 10 miles south of and parallel to the 85° True and 265° True radials of the Anthony, Kans., omnirange; on the west by a line 10 miles west of and parallel to the 195° and 15° True radials of the Hutchinson, Kans., omnirange; that airspace within 5 miles either side of a direct line extending from the Wichita, Kans., omnirange station to the Tulsa, Okla., omnirange station.

§ 601.1283 *Control area extension (Toledo, Wash.)*. Within 5 miles either side of the east course of the Toledo radio range extending from the radio range station to a point 20 miles east and within 5 miles either side of the west course of the radio range extending from the radio range station to a point 25 miles west, excluding the portion which overlaps restricted areas.

§ 601.1284 *Control area extension (Oklahoma City, Okla.)*. That airspace within a 25-mile radius of the Oklahoma City radio range station; that airspace east of Oklahoma City bounded on the northwest by VOR civil airway No. 14 and on the south and southeast by Amber civil airway No. 4; that airspace northeast of Oklahoma City bounded on the west by VOR civil airway No. 77, on the southeast by VOR civil airway No. 14N and on the northeast by VOR civil airway No. 74S.

§ 601.1285 *Control area extension (Shreveport, La.)*. The airspace within a 40-nautical-mile radius of the Barksdale Air Force Base, Shreveport, La., including the airspace northeast of Shreveport bounded on the west by VOR civil airway No. 13, on the north by VOR civil airway No. 16S, on the northeast by a line extending through points at latitude 33°01′00″, longitude 93°05′00″ and latitude 33°30′00″, longitude 93°33′00″, and on the south and east by VOR civil airway No. 69; the airspace northwest of Shreveport bounded on the east by Blue civil airway No. 13, on the northwest by Green civil airway No. 5 and on the south by Red civil airway No. 10.

§ 601.1286 *Control area extension (Fort Worth, Tex.) (Waco-Fort Worth-Dallas-Oklahoma City-Abilene area)*. All of the airspace lying between Waco, Fort Worth-Dallas and Oklahoma City bounded on the east by Blue civil airway No. 5, on the southwest and west by Amber civil airway No. 4 and on the north by the Oklahoma City control area extension (§ 601.1284); all of the airspace lying between Waco, Fort Worth, Oklahoma City and Abilene bounded on the east by Amber civil airway No. 4, on the north by the Oklahoma City control area extension (§ 601.1284), on the northwest by VOR civil airway No. 77, on the south by VOR civil airway No. 94 to its intersection with VOR civil airway No. 17-W, and on the southwest by VOR civil airway No. 17-W.

§ 601.1287 *Control area extension (Houghton, Mich.)*. From the Houghton, Mich., radio range station extending 5 miles either side of the north and south courses of the radio range to points 25 miles north and south of the radio range station.

§ 601.1288 *Control area extension (Sault Ste. Marie, Mich.)* The airspace over United States territory within a 34-mile radius of Kinross Air Force Base, Sault Ste. Marie, Mich., excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Hammond Bay restricted area (R-424) during its time of designation.

§ 601.1289 *Control area extension (Valparaiso, Fla.)*. That airspace bounded by a line beginning at a point at latitude 30°43′00″, longitude 86°38′02″; extending to latitude 30°29′01″, longitude 86°38′02″; thence to latitude 30°29′01″, longitude 86°42′55″; thence to latitude 30°26′40″, longitude 86°45′38″; thence to latitude 30°20′30″, longitude 86°45′38″; thence to latitude 30°20′59″, longitude 86°38′49″; thence to latitude 30°09′41″, longitude 86°41′37″; thence to latitude 30°06′56″, longitude 86°26′57″, thence to latitude 30°25′00″, longitude 86°22′26″; thence to latitude 30°25′00″, longitude 86°25′00″; thence to latitude 30°33′00″, longitude 86°25′00″; thence to latitude 30°33′00″, longitude 86°25′30″; thence to latitude 30°37′00″, longitude 86°25′30″; thence to latitude 30°37′00″, longitude 86°27′37″; thence to latitude 30°43′10″, longitude 86°27′37″ thence to point of beginning.

§ 601.1290 *Control area extension (Joplin, Mo.)*. That airspace within a 25-mile radius of the Joplin Airport.

§ 601.1291 *Control area extension (Garden City, Kans.)*. The airspace lying within a 25-mile radius of the New

Garden City Municipal Airport, Garden City, Kans.

§ 601.1292 *Control area extension (Manakin, Va.).* All that area within 5 miles either side of the northwest course of the Richmond, Va., radio range extending from the intersection of the northwest course of the Richmond, Va., radio range and the southwest course of the Washington, D. C., radio range to a point 15 miles northwest.

§ 601.1293 *Control area extension (Fort Smith, Ark.).* The airspace within a 25-mile radius of the Fort Smith VOR extending clockwise from the western boundary of Blue civil airway No. 13 south of Fort Smith to the northern boundary of VOR civil airway No. 74 east of Fort Smith.

§ 601.1294 *Control area extension (Rochester, N. Y.).* The airspace within a 20-mile radius of the Monroe County Airport, Rochester, N. Y., excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Oswego Restricted Area (R-70) during the restricted area's time of designation.

§ 601.1295 *Control area extension (Falmouth, Mass.).* All that area within 5 miles either side of a direct line extending from the Otis Air Force Base, Falmouth, Mass., to the Martha's Vineyard Airport and the area within 5 miles either side of a line bearing 180° True from the Martha's Vineyard Airport extending from the airport to New York control area extension No. 1146, excluding the portion which overlaps restricted areas, and that airspace within a 10-mile radius of Otis Air Force Base and within 5 miles either side of a line bearing 42° True extending from the Otis AFB to the western boundaries of restricted area (R-22) and warning area (W-21) excluding the portion which overlaps restricted area (R-14).

§ 601.1296 *Control area extension (Nantucket, Mass.).* That airspace within 5 miles either side of a direct line extending from the Nantucket Consolan station (monitor site at latitude 41°15'35'', longitude 70°09'19'') to the Martha's Vineyard, Mass., nondirectional radio beacon.

§ 601.1297 *Control area extension (Paducah, Ky.).* All that area within 5 miles either side of a line bearing 220° True extending from the Paducah, Ky., non-directional radio beacon to a point 20 miles southwest.

§ 601.1298 *Control area extension (Promontory Point, Utah).* That airspace bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 21, on the south by VOR civil airway No. 32 and on the west by a line extending from latitude 40°51'30'', longitude 112°56'30'', to latitude 41°00'00'', longitude 112°56'30'' to latitude 41°00'00'', longitude 112°45'00'' to latitude 41°12'25'', longitude 112°45'00''.

§ 601.1299 *Control area extension (Valdosta, Ga.).* All that area bounded on the north by latitude 32°00'00'', on the east by Amber civil airway No. 6, on the south by Red civil airway No. 30, and on the west by Red civil airway No. 16.

§ 601.1300 *Control area extension (Prescott, Ariz.).* Within 5 miles either side of the northwest course of the Prescott, Ariz., radio range extending from the radio range station to a point 25 miles northwest.

§ 601.1301 *Control area extension (Winslow, Ariz.).* Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° True radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast.

§ 601.1302 *Control area extension (Lawton, Okla.).* All that area bounded on the west by long. 98°30'00'', on the north by the Fort Sill, Okla., restricted area, on the southeast by VOR civil airway No. 77, and on the south by VOR civil airway No. 61.

§ 601.1303 *Control area extension (Albany, N. Y.).* All that area within a 15-mile radius of the Albany, N. Y., omnirange station.

§ 601.1304 *Control area extension (Poughkeepsie, N. Y.).* All that area within a 15-mile radius of the Poughkeepsie, N. Y., omnirange station.

§ 601.1305 *Control area extension (Wilton, Conn.).* All that area within a 15-mile radius of the Wilton, Conn., omnirange station.

§ 601.1306 *Control area extension (Mountain Home, Idaho).* Within 5 miles either side of a direct line extending from the Mountain Home nondirectional radio beacon to the Boise, Idaho, radio range station, and the airspace within a 35 mile radius of the Mountain Home Air Force Base bounded on the northeast by Green civil airway No. 10, excluding the portion which overlaps restricted area (R-254).

§ 601.1307 *Control area extension (Minchumina, Alaska).* Within 5 miles either side of the southeast course of the Minchumina radio range extending from the radio range station to a point 25 miles southeast.

§ 601.1308 *Control area extension (Gustavus, Alaska).* Within 5 miles either side of the northwest course of the Gustavus, Alaska, radio range extending from the radio range station to a point 15 miles northwest.

§ 601.1309 *Control area extension (Kodiak, Alaska).* Within 5 miles either side of the east course of the Kodiak, Alaska radio range extending from the radio range station to a point 25 miles east.

§ 601.1310 *Control area extension (Anchorage, Alaska).* That airspace within 5 miles either side of direct lines between the Anchorage, Alaska, radio range station, the intersection of the southeast course of the Anchorage radio range with the northwest course of the Hinchinbrook, Alaska, radio range, the Middleton Island, Alaska, radio range station, and the Sandspit, British Columbia, Canada, radio range station, extending from the Anchorage, Alaska, radio range station to the United States-Canadian Border.

§ 601.1311 *Control area extension (Oscoda, Mich.).* That airspace within a 30 mile radius of Wurtsmith Air Force Base, Oscoda, Mich., excluding the portions which overlap restricted areas (R-91) and (R-491).

§ 601.1312 *Control area extension (Watertown, N. Y.).* The airspace within 5 miles either side of the Watertown VOR 155° radial extending from the VOR to the Rome, N. Y., control area extension 601.1385.

§ 601.1313 *Control area extension (Sioux City, Iowa).* All that airspace within a 25-mile radius of the Sioux City omnirange station extending from the 234° True radial clockwise to the western boundary of Amber civil airway No. 4 and within 5 miles either side of a line bearing 136° True from the Sioux City outer compass locator extending from the outer compass locator to a point 25 miles southeast; the airspace southeast of Sioux City bounded on the north by VOR civil airway No. 100, on the east by longitude 95°30'00'', on the south by latitude 41°50'00'' and on the west by VOR civil airway No. 15.

§ 601.1314 *Control area extension (Kirksville, Mo.).* Within 5 miles either side of the 316° True radial of the Kirksville omnirange extending from the omnirange station to a point 25 miles northwest.

§ 601.1315 *Control area extension (Emporia, Kans.).* Within 5 miles either side of the 134° True and 314° True radials of the Emporia omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1316 *Control area extension (La Junta, Colo.).* All that airspace northwest of the La Junta radio range station bounded on the northeast by a line 5 miles northeast of and parallel to the northwest course of the La Junta radio range, on the south by VOR civil airway No. 10 and on the west by Amber civil airway No. 3.

§ 601.1317 *Control area extension (Tuscaloosa, Ala.).* Within 5 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 20 miles northeast.

§ 601.1318 *Control area extension (Muscle Shoals, Ala.).* Within 5 miles either side of the 112° True and 292° True radials of the Muscle Shoals omnirange extending from the omnirange station to points 20 miles southeast and northwest.

§ 601.1319 *Control area extension (Key West, Fla.).* Within 5 miles either side of the 313° True radial of the Key West omnirange extending from the omnirange station to Warning Area W-174 and within 5 miles either side of the west course of the Key West radio range extending from the radio range station to Warning Area W-174.

§ 601.1320 *Control area extension (Cross City, Fla.).* Within 5 miles either side of the 118° True radial of the Cross City omnirange station extending from the omnirange station to a point 20 miles southeast and within 5 miles either side of the 242° True radial of the Cross City omnirange extending from the omnirange station to the eastern boundary of VOR civil airway No. 97.

§ 601.1321 *Control area extension (Brunswick, Ga.).* That airspace bounded on the north by latitude 31°30'00", on the east by VOR civil airway No. 3 and on the southwest by VOR civil airways Nos. 5 and 51.

§ 601.1322 *Control area extension (Alice, Tex.).* That airspace within 5 miles either side of a direct line extending from the Alice, Tex., omnirange station to the Cotulla, Tex., omnirange station, and the airspace within a 35-mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas.

§ 601.1323 *Control area extension (Dallas, Tex.) (Dallas-Houston-Austin area.).* All of the airspace bounded on the east by a line 5 miles east of and parallel to the 133° True radial of the Dallas, Tex., omnirange, the 353° True and 140° True radials of the Leona, Tex., omnirange and the 353° True radial of the Houston, Tex., omnirange and by Green civil airway No. 6, bounded on the southwest by Red civil airway No. 22, on the northwest by Amber civil airway No. 4 to the Waco, Tex., radio range station and by Blue civil airway No. 5 to the Dallas nondirectional radio beacon, and bounded on the north by VOR civil airway No. 16.

§ 601.1324 *Control area extension (Brunswick, Maine).* That airspace bounded on the west by Amber civil airway No. 7, on the north by Blue civil airway No. 84, on the east by long. 69°15'00", on the south by Warning Area W-103, on the southwest by a line 5 miles northeast of and parallel to the southeast course of the Portland, Maine, radio range. The portion of this control area which overlaps Brunswick, Maine, caution area (C-516) is excluded.

§ 601.1325 *Control area extension (Tampa, Fla.).* All that airspace within a radius of 50 statute miles of the Tampa, Fla., radio range station, excluding the portion which overlaps Sarasota warning area (W-168), and including the area bounded on the northeast by a line 5 miles northeast of and parallel to a line extending from the intersection of the north course of the Tampa, Fla., radio range and the southeast course of the Cross City, Fla., radio range to the intersection of the southeast course of the Tampa, Fla., radio range and a line bearing 45° True from the Fort Myers, Fla., nondirectional radio beacon, on the southeast by the Fort Myers, Fla., control area extension, on the west by direct lines extending from the Fort Myers, Fla., nondirectional radio beacon to the Tampa, Fla., omnirange station thence to the point of beginning including the airspace northwest of Tampa bounded on the northeast by VOR civil airway No. 97, on the southwest by Tampa control area extension, 601.1226, and on the northwest by a line 5 miles west of and parallel to the 207° True radial of the Cross City, Fla., omnirange, and including the airspace west of Tampa bounded on the north by a line extending through points at latitude 28°06'35", longitude 84°00'00" and latitude 28°10'00", longitude 84°39'30" and on the southwest by Tampa control area extension 601.1226. The airspace below 2,000 feet MSL which lies outside the continental limits of the United States is excluded.

§ 601.1326 *Control area extension (Fortuna, Calif.).* The airspace east of Fortuna lying within a 30 mile radius of the Arcata Airport bounded on the west by VOR civil airway No. 27; the airspace west of Fortuna bounded on the east by VOR civil airway No. 27, on the south by Fortuna control area extension 601.1415, on the west by longitude 124°30'00", and on the north by a line drawn through points at latitude 41°07'45", longitude 124°30'00" and latitude 41°04'30", longitude 124°20'00".

§ 601.1327 *Control area extension (Crescent City, Calif.).* Within 5 miles either side of the 330° True and 235° True radials of the Crescent City omnirange extending from the omnirange station to points 25 miles northwest and 20 miles SW of the omnirange station.

§ 601.1328 *Control area extension (Oxnard, Calif.).* The airspace bounded on the northeast by Amber civil airway No. 8, on the east by longitude 119°12'30", on the south by the northern boundary of the Point Mugu Warning Area (W-289), on the west by longitude 120°00'00", and on the northwest by the southeast boundary of the Santa Barbara control area extension No. 1176. The portion of this control area extension which lies within the geographic limits of, and between the established altitudes of, the Santa Cruz Warning Area (W-412) is excluded during the warning area's established time of use.

§ 601.1329 *Control area extension (Malden, Mo.).* Within 5 miles either side of the 120° True and 300° True radials of the Malden, Mo., omnirange extending from the omnirange station to points 25 miles southeast and northwest.

§ 601.1330 *Control area extension (Sherman, Tex.).* That airspace within a 70-mile radius of Perrin AFB, Sherman, Tex., bounded on the south by Green civil airway No. 5 and on the west and northwest by VOR civil airway No. 15 including the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace bounded on the east by a line 5 miles east of and parallel to a straight line extending from the Sulphur Springs, Tex., omnirange station to the McAlester, Okla., omnirange station, and on the northwest by the Tulsa, Okla., control area extension.

§ 601.1331 *Control area extension (Tacoma, Wash.).* The airspace within a 40-nautical mile radius of McChord AFB, excluding the portion above 14,500 feet MSL which lies within the geographic limits of the Olympic Peninsula Restricted Area (R-241) during the restricted area's time of designation; and excluding the portions which lie within the geographic limits of, and between the designated altitudes of, the Fort Lewis Restricted Areas (R-503, R-504 and R-505) during these restricted areas' times of designation. The portions of this control area extension which lie within the Tacoma, Wash. (McChord AFB) Restricted Area/Military Climb Corridor (R-546) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1332 *Control area extension (Santa Maria, Calif.).* From the intersection of the Paso Robles, Calif., omnirange 169° True radial and the Santa Barbara, Calif., omnirange 304° True radial extending 5 miles either side of the Santa Barabara omnirange 304° True radial to a point 20 miles northwest and extending 5 miles either side of the Paso Robles omnirange 169° True radial to the northern boundary of control area extension No. 1176. The portion of this control area extension which lies within the geographic limits of, and between the designated altitudes of, the Camp Cooke restricted area (R-531) is excluded during the restricted area's designated time of use.

§ 601.1333 *Control area extension (Nome, Alaska).* Within 5 miles either side of the west and southwest courses of the Nome, Alaska, radio range extending from the radio range station to points 25 miles west and southwest.

§ 601.1334 *Control area extension (Del Rio, Tex.).* That airspace over United States territory within a 55-mile radius of Laughlin Air Force Base, Del Rio, Tex.

§ 601.1335 *Control area extension (Lafayette, La.).* Within 5 miles either side of the 352° True radial of the Lafayette omnirange extending from the omnirange station to a point 15 miles north, and within 5 miles either side of a line bearing 7° True from the Lafayette non-directional radio beacon extending from the beacon to a point 15 miles north, and the airspace east of Lafayette bounded on the northwest by Red civil airway No. 96, on the northeast by VOR civil airway No. 114 and on the south by Green civil airway No. 6.

§ 601.1336 *Control area extension (Eau Claire, Wis.).* That airspace within a 15-mile radius of the Eau Claire omnirange station and within 5 miles either side of the 04° True radial of the omnirange extending from the omnirange station to a point 20 miles north.

§ 601.1337 *Control area extension (Wausau, Wis.).* That airspace within a 15-mile radius of the Wausau omnirange station including the airspace southeast of the omnirange station bounded on the northeast by VOR civil airway No. 26S, on the south by lat. 44°30'00", and on the west by a line 5 miles west of and parallel to the 166° True radial of the Wausau omnirange station.

§ 601.1338 *Control area extension (Green Bay, Wis.).* That airspace within a 15-mile radius of the Green Bay omnirange station and within 5 miles either side of the 322° True radial of the Green

Bay omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1339 *Control area extension (Oshkosh, Wis.).* All that airspace bounded on the east by VOR civil airway No. 7, on the south by the arc of a circle with a radius of 50 miles from the Green Bay, Wis., omnirange station, and on the west by a line 5 miles west of and parallel to the Green Bay omnirange 207° True radial.

§ 601.1340 *Control area extension (Miles City, Mont.).* The airspace within a 20-mile radius of the Miles City, Mont., omnirange station.

§ 601.1341 *Control area extension (Dover, Del.).* That airspace southeast of Dover bounded on the north by Red civil airway No. 77, on the east by Blue civil airway No. 49, on the southeast by VOR civil airway No. 1 and on the west by VOR civil airway No. 29 excluding the portion which overlaps restricted area (R-12) and caution area C-53; that airspace southwest of Dover within a 25-mile radius of the Kenton, Del., omnirange station bounded on the northwest by VOR civil airway No. 16 and on the southeast by Red civil airway No. 77.

§ 601.1342 *Control area extension (Sanford, Fla.).* That airspace bounded on the north by latitude 29°00′00″, on the east by longitude 81°15′00″, on the south by latitude 28°30′00″, on the west by longitude 82°00′00″

§ 601.1343 *Control area extension (Juneau, Alaska).* That airspace within a 5-mile radius of the Juneau Airport, within 5 miles either side of direct lines extending from the Juneau Airport via the Mendenhall nondirectional radio beacon to the Sisters Island nondirectional beacon, from the Sisters Island nondirectional radio beacon to the Point Retreat nondirectional radio beacon, from the Point Retreat nondirectional radio beacon to the Juneau Airport and from the Point Retreat nondirectional radio beacon to the Haines, Alaska nondirectional radio beacon.

§ 601.1344 *Control area extension (Laconia, N. H.).* Within 5 miles either side of a line bearing 244° True from the Laconia, N. H., nondirectional radio beacon extending from the nondirectional radio beacon to Blue civil airway No. 4.

§ 601.1345 *Control area extension (Rockland, Maine).* Within 5 miles either side of a 195° True bearing extending from the Rockland Airport to a point 10 miles south of the Rockland nondirectional radio beacon.

§ 601.1346 *Control area extension (Bar Harbor, Maine).* Within 5 miles either side of a 21° True bearing extending from the Bar Harbor Airport to a point 10 miles northeast of the Bar Harbor nondirectional radio beacon.

§ 601.1347 *Control area extension (Colorado Springs, Colo.).* That airspace lying east of Amber civil airway No. 3 within a 25-mile radius of Peterson Municipal Airport, Colorado Springs, Colo.

§ 601.1348 *Control area extension (Twin Falls, Idaho).* Within 5 miles either side of the 278° True radial of the Twin Falls omnirange extending from the omnirange station to a point 15 miles west.

§ 601.1349 *Control area extension (Redmond, Oreg.).* Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest; and within 5 miles either side of the 125° True radial of the Redmond omnirange extending from the omnirange station to a point 15 miles southeast.

§ 601.1350 *Control area extension (Kodiak, Alaska).* Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south.

§ 601.1351 *Control area extension (Philadelphia, Pa.).* That airspace within a 25 mile radius of the Philadelphia International Airport.

§ 601.1352 *Control area extension (Sedalia, Mo.).* The airspace bounded on the north by VOR civil airway No. 4 and 210, on the east by VOR civil airway No. 63, on the west by VOR civil airway No. 205, and on the northwest by the Kansas City control area extension (§ 601.1027).

§ 601.1353 *Control area extension (Charleston, W. Va.).* That airspace within a 30-mile radius of Kanawha County Airport, Charleston, W. Va.

§ 601.1354 *Control area extension (Salem, Oreg.).* Within 5 miles either side of a line bearing 150° True from the Salem-McNary Airport extending from the airport to a point 25 miles southeast.

§ 601.1355 *Control area extension (Berlin, N. H.).* Within 5 miles either side of a line bearing 334° True extending from the Berlin Airport to a point 10 miles northwest.

§ 601.1356 *Control area extension (Greenville, Miss.).* The airspace within a 30-mile radius of the Greenville, Miss., AFB RBN.

§ 601.1357 *Control area extension (Fallon, Nev.).* Within a 10-mile radius of the Fallon, Nev., radio range station and within 5 miles either side of the north course of the Fallon radio range extending from the radio range station to a point 25 miles north, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, restricted area R-268 during the restricted area's time of designation.

§ 601.1358 *Control area extension (Midway Island).* All of the airspace from 700 ft. upward within a radius of 100 nautical miles of the Midway Naval Station centered at Lat. 28°12′00″ N, Long. 177°22′00″ W.

§ 601.1359 *Control area extension (Childress, Tex.).* Within 5 miles either side of the 182° True radial of the Childress omnirange extending from the omnirange station to a point 15 miles south.

§ 601.1360 *Control area extension (Abilene, Tex.).* Within a 35-mile radius of the Abilene omnirange station including the airspace southwest of Abilene bounded on the northwest by VOR civil airway No. 66, on the southwest by VOR civil airway No. 76-N and the San Angelo control area extension (§ 601.1196), on the south by VOR civil airway No. 76 and on the east by a line extending through points at latitude 31°59′45″, longitude 99°42′00″ and latitude 31°15′00″, longitude 99°52′00″, and including the airspace north of Abilene lying within 5 miles either side of the Abilene omnirange 011° True and the Guthrie, Okla., omnirange 136° True radials extending from the Abilene omnirange station via the intersection of the above two radials to the Guthrie, Okla., omnirange station.

§ 601.1361 *Control area extension (Cotulla, Tex.).* Within 5 miles either side of lines bearing 140° True and 320° True from the Cotulla nondirectional radio beacon extending from VOR civil airway No. 17 to a point 10 miles northwest of the nondirectional radio beacon and within 5 miles either side of the 40° True radial of the Cotulla omnirange extending from the omnirange station to the perimeter of the San Antonio control area extension.

§ 601.1362 *Control area extension (Dalhart, Tex.).* Within 5 miles either side of the 04° True radial of the Dalhart omnirange extending from the omnirange station to a point 10 miles north.

§ 601.1363 *Control area extension (Lufkin, Tex.).* Within 5 miles either side of the 157° True radial of the Lufkin omnirange extending from the omnirange station to a point 10 miles southeast, and within 5 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.1364 *Control area extension (Texarkana, Ark.).* Within 5 miles either side of the 309° True radial of the Texarkana omnirange extending from the omnirange station to a point 15 miles northwest.

§ 601.1365 *Control area extension (Walnut Ridge, Ark.).* Within 5 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.1366 *Control area extension (Gage, Okla.).* Within 5 miles either side of the 299° True radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest.

§ 601.1367 *Control area extension (Wink, Tex.).* The airspace southeast of Wink bounded on the east by the Midland, Tex., control area extension, on the southeast by a line drawn through points at latitude 31°30′00″, longitude 102°47′00″ and latitude 31°24′00″, longitude 103°01′40″, on the west by VOR civil airway No. 79, and on the northwest by VOR civil airway No. 66; the airspace northwest of Wink bounded on the east by VOR civil airway No. 79, on the south by VOR civil airway No. 16 N, and on the northwest by the arc of a 20-mile radius circle centered on the Wink omnirange station.

§ 601.1368 *Control area extension (Greensboro, N. C.).* That airspace southeast of Greensboro bounded on the south by Lat. 35°19′00″, on the northwest by the Greenville-Charlotte-Greensboro control area extension, on the northeast by Red civil airway No. 104 and on the southeast by a line extending from a point at Lat. 35°32′00″, Long. 79°05′20″ to a point at Lat. 35°19′00″, Long. 79°23′30″.

§ 601.1369 *Control area extension (Myrtle Beach, S. C.).* The airspace within a 25-mile radius of the Myrtle Beach AFB bounded on the southeast by Warning Area (W–177); the airspace bounded on the north by a line 5 miles north of and parallel to the 96° True radial of the Florence, S. C., omnirange, on the west by VOR civil airway No. 3–E, and on the southeast by VOR civil airway No. 1.

§ 601.1370 *Control area extension (Wilmington, N. C.).* Within 5 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 5 miles either side of a line bearing 159° True extending from the Wilmington ILS middle marker to a point 15 miles southeast of the middle marker.

§ 601.1371 *Control area extension (Hyannis, Mass.).* Within 2 miles either side of a line bearing 48° True extending from the Barnstable Airport, Hyannis, Mass., to a point 10 miles northeast.

§ 601.1372 *Control area extension (Los Angeles, Calif.).* That airspace bounded by lines extending from a point at the intersection of Amber civil airway No. 8 and longitude 119°03′30″, thence south to the intersection of Warning Area W–290 and longitude 119°03′30″, thence east and south along the boundary of Warning Area W–290 to latitude 33°24′35″, longitude 118°37′00″, thence southeast to latitude 33°18′00″, longitude 118°28′00″, thence east along the north boundary of Warning Area W–291 to latitude 33°10′00″, longitude 117°30′00″, thence east along latitude 33°10′00″ to the United States coastline, thence northwestward along the coastline to the southern boundary of Amber civil airway No. 8, thence west and northwest to point of beginning.

§ 601.1373 *Control area extension (Chattanooga, Tenn.).* That airspace within a 30-mile radius of the Chattanooga omnirange station.

§ 601.1374 *Control area extension (Limestone, Maine).* That airspace over United States territory within a 40-mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Presque Isle, Maine, Restricted Area (R–80) during its time of designation.

§ 601.1375 *Control area extension (Manchester, N. H.).* That airspace within a 10-mile radius of Grenier Air Force Base, Manchester, N. H.

§ 601.1376 *Control area extension (Victoria, Tex.).* The airspace within a 25-mile radius of a point at latitude 28°51′00″, longitude 96°55′00″.

§ 601.1377 *Control area extension (Boston, Mass.).* That airspace northeast of Boston within a 25-mile radius of the Boston radio range station bounded on the west by Amber civil airway No. 7, on the southeast by Boston control area extension No. 1141 and on the south by Red civil airway No. 11; that airspace southeast of Boston within a 25-mile radius of the Boston radio range station bounded on the north by Boston control area extension No. 1142, on the southwest by VOR civil airway No. 141 and on the northwest by Red civil airway No. 21 and that airspace south of Boston within a 25-mile radius of the Boston radio range station bounded on the northeast by VOR civil airway No. 141 and on the west by VOR civil airway No. 139.

§ 601.1378 *Control area extension (Wilmington, Del.).* The airspace lying south of a true east/west line through the center of the New Castle County Airport, Wilmington, Del., within a 30-mile radius of the center of the airport; the airspace west of Wilmington bounded on the south by Amber civil airway No. 7, on the west by Red civil airway No. 45, on the north by VOR civil airway No. 3 and on the northeast by VOR civil airway No. 29, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Aberdeen Restricted Area (R–54) during the restricted area's time of designation.

§ 601.1379 *Control area extension (Waterloo, Iowa).* That airspace within a 15-mile radius of the Waterloo Municipal Airport.

§ 601.1380 *Control area extension (Kaneohe, Oahu, T. H.).* That airspace from 700 feet upward within the following area: From latitude 21°35′00″ N., longitude 157°42′00″ W., to latitude 21°36′00″ N., longitude 157°56′00″ W., to latitude 21°38′00″ N., longitude 158°01′00″ W., to latitude 21°48′00″ N., longitude 158°09′30″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°49′30″ N., longitude 158°01′00″ W., to latitude 21°57′30″ N., longitude 158°02′00″ W., to latitude 21°54′30″ N., longitude 157°36′00″ W., thence clockwise along the arc of an 8-nautical-mile radius circle centered at latitude 21°46′30″ N., longitude 157°37′00″ W., to latitude 21°41′00″ N., longitude 157°30′30″ W., thence to point of beginning, excluding that airspace which overlaps warning area W–318 and excluding the airspace below 3,000 feet mean sea level lying within restricted area R–323. The portion of this control area extension which overlaps the Kahuku restricted area R–324 shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1381 *Control area extension (Kwajalein Island).* All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Kwajalein nondirectional radio beacon at lat. 8°45′00″ N., long. 167°45′00″ E., extending clockwise from a true bearing of 270° from the nondirectional radio beacon to a true bearing of 180° from the nondirectional radio beacon, and within a radius of 25 nautical miles of the Kwajalein nondirectional radio beacon extending clockwise from a true bearing of 180° from the nondirectional radio beacon to a true bearing of 270° from the nondirectional radio beacon excluding the portions which overlap Airspace Warning Areas W–448, W–445 and W–450.

§ 601.1382 *Control area extension (Wake Island).* All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Wake Island nondirectional radio beacon at lat. 19°18′00″ N., long. 166°39′00″ E.

§ 601.1383 *Control area extension (Guam Island).* All of the airspace from 700 feet upwards within a radius of 100 nautical miles of the Guam radio range station extending clockwise from the west course of the radio range to the southeast course of the radio range and within a radius of 25 nautical miles of the Guam radio range extending clockwise from the southeast course of the radio range to the west course of the radio range, excluding the portions which overlap restricted areas R–474 and R–478 and warning areas W–473, W–475 and W–479.

§ 601.1384 *Control area extension (Hopkinsville, Ky.).* That airspace in the vicinity of Campbell AFB, Hopkinsville, Ky., bounded on the east by VOR civil airway No. 7, on the south by a line from a point at latitude 36°29′40″, longitude 86°50′20″ to a point at latitude 36°16′40″, longitude 87°26′15″, on the west by the arc of a circle 25 miles in radius centered on the Campbell AFB nondirectional radio beacon clockwise to a point at latitude 36°59′20″, longitude 87°33′30″, thence on the north via a direct line from that point to a point at latitude 37°00′20″, longitude 87°04′30″, excluding the portion which overlaps Campbell Restricted Area R–63.

§ 601.1385 *Control area extension (Rome, N. Y.).* The airspace within a 40-mile radius of the Griffiss AFB, Rome, N. Y., bounded on the south by VOR civil airway No. 2. The portion of this control area extension which lies within the Rome, N. Y. (Griffiss AFB) Restricted Area/Military Climb Corridor (R–544) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1386 *Control area extension (Orlando, Fla.).* The airspace within 5 miles either side of the 71° True radial of the Orlando omnirange extending from the omnirange station to the Wilmington, N. C., control area extension (§ 601.1150), excluding the airspace below 14,000 feet MSL lying between the eastern edge of VOR civil airway No. 3 and the western edge of the Wilmington Control Area (§ 601.1150).

§ 601.1387 *Control area extension (Blytheville, Ark.).* That airspace northwest of the Blytheville Air Force

Base bounded on the east by VOR civil airway No. 9, on the south by VOR civil airway No. 140, on the west by VOR civil airway No. 69, and on the north by a line extending through a point at latitude 36°21'00", longitude 90°04'00" and a point at latitude 36°32'00", longitude 90°40'00".

§ 601.1388 *Control area extension (Fort Bragg, N. C.).* Within a 15 mile radius of Pope AFB bounded on the east by VOR civil airway No. 3 and Red civil airway No. 16, excluding the portion which overlaps the Fort Bragg Restricted Area (R-115).

§ 601.1389 *Control area extension (Miami, Fla.).* Within 5 miles either side of the 031° True radial of the Miami, Fla., omnirange extending from VOR civil airway No. 3 via the intersection of the Miami omnirange 031° True radial and the Vero Beach, Fla., omnirange 143° True radial to the intersection of the Vero Beach omnirange 143° True radial with the Wilmington, N. C., control area extension (601.1150). The airspace which lies within Patrick AFB warning area (W-497-B) and Miami warning area (W-171) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1390 *Control area extension (Oahu-Molokai, T. H.).* All of the airspace from 700 feet upwards bounded by a line extending from lat. 21°26'00" N., long. 157°37'45" W., to lat. 21°55'00" N. long. 156°42'45" W. to lat. 21°09'30" N., long. 157°27'00" W., to lat. 21°14'00" N., long. 157°36'45" W. to point of beginning including Hawaiian VOR civil airway No. 7.

§ 601.1391 *Control area extension (Gettysburg, Pa.).* That airspace within a 5-mile radius of the Gettysburg Airport and within 5 miles either side of the 180° True radial of the Gettysburg terminal omnirange extending from the terminal omnirange station to VOR civil airway No. 223.

§ 601.1392 *Control area extension (Ogden, Utah).* That airspace northeast of Ogden bounded on the north by Red civil airway No. 108, on the south by Green civil airway No. 3 and on the west by Amber civil airway No. 2.

§ 601.1393 *Control area extension (Roswell, N. Mex.).* The airspace within a 45-mile radius centered on the Walker Air Force Base, Roswell, N. Mex.

§ 601.1394 *Control area extension (Westhampton Beach, N. Y.).* The airspace centered on the Suffolk County AFB TVOR 039° radial extending from the airport 5-mile radius zone boundary to a point 27 miles northeast thereof and having a width of 2 miles at the control zone boundary and expanding to a width of 4.6 miles at a point 27 miles northeast of the control zone boundary. The portions of this control area extension which lie within the Westhampton Beach, N. Y. (Suffolk County AFB) Restricted Area/Military Climb Corridor (R-545) shall be used only after obtaining prior approval from the controlling agency.

§ 601.1395 *Control area extension (Plattsburg, N. Y.).* That airspace within a 25 mile radius of the Plattsburg Air Force Base bounded on the north by VOR civil airway No. 104 and on the east by VOR civil airway No. 91; that airspace northeast of Plattsburg bounded on the east by the north course of the Burlington RR, on the southwest by Blue civil airway No. 4 and on the north by a direct line extending through a point at latitude 44°58'00", longitude 73°23'50" and a point at latitude 45°01'00", longitude 73°06'20".

§ 601.1396 *Control area extension (Asheville, N. C.).* The airspace east of Asheville bounded on the northwest by VOR civil airway No. 222, on the east by VOR civil airway No. 259, on the southeast by VOR civil airway No. 20, and on the southwest by VOR civil airway No. 296.

§ 601.1397 *Control area extension (Cordova, Alaska).* Within 5 miles either side of the southwest course of the Cordova, Alaska, radio range extending from the intersection of the southwest course of the Cordova radio range with the east course of the Hinchinbrook, Alaska, radio range to the intersection of the southwest course of the Cordova radio range with the southwest course of the Hinchinbrook radio range; within 5 miles either side of the southeast course of the Cordova, Alaska, radio range extending from the intersection of the southeast course of the Cordova radio range and the east course of the Hinchinbrook, Alaska, radio range to a point 20 miles southeast.

§ 601.1398 *Control area extension (Anchorage, Alaska).* That airspace within a 25-mile radius of the Anchorage International Airport excluding the portion which overlaps restricted area R-348 and excluding the portion in the south quadrant of the Anchorage radio range between Amber civil airway No.1 and Red civil airway No. 40.

§ 601.1399 *Control area extension (Clovis, N. Mex.).* The airspace within a 30-mile radius of Clovis Air Force Base. The portions of this control area which lie within the geographic limits of, and between the designated altitudes of, the Melrose restricted areas (R-185) and (R-529) are excluded during their times of designation.

§ 601.1400 *Control area extension (King Salmon, Alaska) (King Salmon-Shemya route).* That airspace within 5 miles either side of a line bearing 263° True from the King Salmon, Alaska, radio range station extending to a point 50 miles west of the King Salmon radio range station.

§ 601.1401 *Control area extension (King Salmon, Alaska) (King Salmon-Adak route).* That airspace within 5 miles either side of a line bearing 248° True from the King Salmon, Alaska, radio range station extending to a point 50 miles southwest of the King Salmon radio range station.

§ 601.1402 *Control area extension (Middleton Island, Alaska).* Within 5 miles either side of the northeast course of the Middleton Island radio range extending from the radio range station to a point 25 miles northeast; within 5 miles on the northwest side and 8 miles on the southeast side of the southwest course of the radio range extending from the radio range station to a point 10 miles southwest.

§ 601.1403 *Control area extension (Yakataga, Alaska).* Within 5 miles either side of the southwest course of the Yakataga, Alaska, radio range extending from the intersection of the southwest course of the Yakataga radio range and the southeast course of the Hinchinbrook, Alaska, radio range to a point 20 miles southwest; within 5 miles either side of the southeast course of the Yakataga radio range extending from the intersection of the southeast course of the Yakataga radio range and the northwest course of the Yakutat, Alaska, radio range to a point 20 miles Southeast.

§ 601.1404 *Control area extension (Pierre, S. Dak.).* That airspace within a 25-mile radius of the Pierre, S. Dak., Airport.

§ 601.1405 *Control area extension (Peru, Ind.).* That airspace within a 25-mile radius of Bunker Hill Air Force Base, Peru, Ind.

§ 601.1406 *Control area extension (Milton, Fla.).* Within a 5-mile radius of NAAS Whiting (North), Milton, Fla., and within 5 miles either side of the northwest course of the Whiting (Navy) radio range extending from the radio range station to a point 12 miles northwest.

§ 601.1407 *Control area extension (Crestview, Fla.).* Within 5 miles either side of the 292° True radial of the Crestview, Fla., omnirange extending from the omnirange station to a point 12 miles northwest.

§ 601.1408 *Control area extension (Miami, Fla.).* The airspace south of Miami bounded on the north by Miami control area extension (§ 601.1230) and Amber civil airway No. 7, on the east by Miami control area extension (§ 601.1232), on the south by Blue civil airway No. 48 and on the northwest by Blue civil airway No. 19; the airspace southwest of Miami bounded on the north by Miami control area extension (§ 601.1230), on the east and southeast by Blue civil airway No. 19 and on the west by the Marathon control area extension (§ 601.1234); the airspace west of Miami bounded on the north by Miami control area extension (§ 601.1230), on the southeast by the Key West control area extension (§ 601.1434), and on the southwest by a line 3 miles southwest of and parallel to the coastline.

§ 601.1409 *Control area extension (Huntsville, Ala.).* Within 5 miles either side of the 341° and 161° radials of the Huntsville VOR extending from the VOR to points 15 miles northwest and southeast, and the airspace southwest of Huntsville bounded on the southeast by a line 5 miles southeast of and parallel to the Huntsville VOR 241° radial, on the west by VOR civil airway No. 7-E, and on the north by VOR civil airway

No. 54. The airspace which lies within the geographic limits of, and between the designated altitudes of, the Redstone Arsenal Restricted Area (R-112) is excluded during the restricted area's time of designation.

§ 601.1410 *Control area extension (Portsmouth, N. H.)*. That airspace within a 10-mile radius of the Pease Air Force Base, Portsmouth, N. H.

§ 601.1411 *Control area extension (Iwo Jima, Volcano Islands.* All of the airspace from 700 ft. upwards within a radius of 100 nautical miles of the Iwo Jima nondirectional radio beacon located at Lat. 24°47′00″ N, Long. 141° 18′00″ E.

§ 601.1412 *Control area extension (Marysville, Calif.)*. The airspace north of Marysville bounded on the south by VOR civil airway No. 200, on the west by VOR civil airway No. 23, on the north by the Red Bluff, Calif., control area extension (§ 601.1048) and on the east by a line extending from a point at latitude 39°24′00″, longitude 121°33′00″ via a point at latitude 39°50′00″, longitude 121°43′00″ to a point at latitude 40°05′20″, longitude 121°53′00″.

§ 601.1413 *Control area extension (Eniwetok Island)*. All the airspace from 700 feet upwards within a radius of 50 nautical miles of the Eniwetok nondirectional radio beacon at latitude 11°21′00″ North, longitude 162°20′00″ East.

§ 601.1415 *Control area extension (Fortuna, Calif.)*. That airspace centered on the 270° True radial of the Fortuna omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area.

§ 601.1416 *Control area extension (Salt Lake City, Utah)*. That airspace southwest of Salt Lake City bounded on the north by Red civil airway No. 49, on the east by Amber civil airway No. 2 and on the southwest by VOR civil airway No. 253.

§ 601.1417 *Control area extension (El Dorado, Ark.)*. Within 5 miles either side of 137° and 317° True bearings extending from the El Dorado nondirectional radio beacon to points 25 miles southeast and 15 miles northwest, and within 5 miles either side of the 37° true radial of the El Dorado omnirange extending from the omnirange station to a point 15 miles northeast.

§ 601.1418 *Control area extension (Hoquiam, Wash.)*. That airspace centered on the 234° True radial of the Hoquiam omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W-460 and excluding the portion above 14,500 feet which lies beneath and which conflicts with restricted area R-241.

§ 601.1419 *Control area extension (Newport, Oreg.)*. That airspace centered on the 237° True radial of the Newport omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W-242.

§ 601.1420 *Control area extension (North Bend, Oreg.)*. That airspace centered on the 239° True radial of the North Bend omnirange, 10 miles in width at the omnirange station with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oceanic Control Area.

§ 601.1421 *Control area extension (Goldsboro, N. C.)*. That airspace within a 25 mile radius of the Seymour-Johnson AFB, Goldsboro, N. C., bounded on the east by VOR civil airway No. 157.

§ 601.1422 *Control area extension (Duluth, Minn.)*. The airspace within a 25-mile radius of the Duluth Airport including the airspace within a 30-mile radius of the Duluth omnirange station bounded on the north by the 274° True radial of the Duluth omnirange and on the east by VOR civil airway No. 13.

§ 601.1423 *Control area extension (Oahu, T. H.)*. That airspace from 700 feet upwards beginning at a point at latitude 21°25′30″ N, longitude 158°00′30″ W, extending to a point at latitude 21°30′30″ N, longitude 158°09′00″ W, thence counterclockwise along the arc of a circle 8.4 statute miles from a point at latitude 21°24′30″ N, longitude 158°13′40″ W, to a point at latitude 21°22′25″ N, longitude 158°21′-10″ W, thence along the northern edges of VOR civil airways Nos. 2 and 4 to point of beginning, excluding the portions which lie within and overlap restricted areas R-315 and R-335, and excluding the portion below 6,000 feet MSL which lies within warning area W-322.

§ 601.1424 *Control area extension (Rocky Mount, N. C.)*. Within 5 miles either side of the 083° True radial of the Rocky Mount omnirange extending from the omnirange station to a point 15 miles east.

§ 601.1425 *Control area extension (Alpena, Mich.)*. The airspace bounded by lines beginning at a point at latitude 45°28′00″, longitude 83°30′00″, thence extending to a point at latitude 45°16′ 30″, longitude 83°11′25″, thence to a point at latitude 44°42′00″, longitude 83°52′30″, thence to a point at latitude 44°53′00″, longitude 84°11′30″, thence to the point of beginning shall be designated a control area extension during the period beginning at 0001 e. s. t., June 1 to 0001 e. s. t., September 1, 1958, and annually thereafter.

§ 601.1426 *Control area extension (Martha's Vineyard, Mass.)*. Within 2 miles on the northwest side and 3½ miles on the southeast side of a line bearing 040° True extending from the northeast end of the Martha's Vineyard Airport Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Cotuit, Mass., Restricted Area (R-79) during the restricted area's time of designation.

§ 601.1428 *Control area extension (Gainesville, Fla.)*. The airspace within a 15-mile radius of the Gainesville Municipal Airport excluding the portion above 5,000 feet MSL which overlaps Jacksonville Restricted Area B (R-161-B), and excluding the portion above 15,000 feet MSL which overlaps Jacksonville Restricted Area 4 (R-161-D).

§ 601.1429 *Control area extension (Camp Douglas, Wis.)*. The airspace within a 30-mile radius of Volk Field, Camp Douglas, Wis., north of latitude 43°39′00″, excluding the portion below 26,000 ft., within restricted area R-200 and excluding the portion below 12,000 ft., within restricted area R-468, shall be designated a control area extension during the period beginning at 0001 c. s. t., June 1 to 0001 c. s. t., September 1, 1958, and annually thereafter.

§ 601.1430 *Control area extension (Wichita Falls, Tex.)*. That airspace bounded on the northwest by VOR civil airway No. 102-3, on the east by VOR civil airway No. 77 and on the south by VOR civil airway No. 278.

§ 601.1432 *Control area extension (Billings, Mont.)*. The airspace northwest of Billings, Mont., within a 20-mile radius of the Billings omnirange station bounded on the south by VOR civil airway No. 2 and on the east by VOR civil airway No. 19.

§ 601.1433 *Control area extension (Ephrata, Wash.)*. The airspace north of VOR airway No. 2 within a 25-mile radius of the Ephrata omnirange station, excluding the portion which overlaps Coulee Dam restricted area (R-248)

§ 601.1434 *Control area extension (Key West, Fla.)*. The airspace within 5 miles either side of a direct line extending from the Key West, Fla., radio range station to the Tamiami, Fla., nondirectional radio beacon, excluding the airspace above 20,000 feet MSL.

§ 601.1435 *Control area extension (Peconic, L. I., N. Y.)*. The airspace north of Peconic bounded on the west by Red civil airway No. 21, on the north by VOR civil airway No. 34, on the east by Green civil airway No. 5, and on the south by Red civil airway No. 23.

§ 601.1436 *Control area extension (San Bernardino, Calif.)*. The airspace southeast of the Norton Air Force Base, San Bernardino, Calif., bounded on the northwest by VOR civil airway No. 264, on the northeast by VOR civil airway No. 137, on the south by VOR civil airway No. 16 and on the west by Blue civil airway No. 14.

§ 601.1437 *Control area extension (Richmond, Ind.)*. That airspace bounded on the north by VOR civil airway No. 50, on the east by VOR civil airway No. 275, and on the southwest by VOR civil airway No. 97.

§ 601.1438 *Control area extension (Kahului, Maui, T. H.)*. The airspace lying north of Kahului within a 25-statute-mile radius of the Kahului, Maui, T. H., omnirange station bounded on the southwest and south by VOR civil airway No. 6.

§ 601.1439 *Control area extension (Battle Mountain, Nev.)*. Within 5 miles either side of the 218° True and 348° True radials of the Battle Mountain omnirange extending from the omnirange station to points 23 miles southwest and 12 miles north of the omnirange station.

§ 601.1440 *Control area extension (Williams, Ariz.)*. The airspace bounded by a line beginning at a point at Latitude 33°22′00″, longitude 111°47′00″, extending to a point at latitude 33°22′00″, longitude 111°13′00″, thence to a point at latitude 32°56′00″, longitude 110°31′00″, thence to a point at latitude 32°42′00″, longitude 110°42′00″, thence to a point at latitude 32°53′00″, longitude 111°34′00″ thence to the point of beginning.

§ 601.1441 *Control area extension (Tucson, Ariz.)*. The airspace northeast of Tucson bounded on the north by VOR civil airway No. 94, on the southeast by VOR civil airway No. 202 and on the south and southwest by VOR civil airway No. 16.

§ 601.1442 *Control area extension (Fort Bridger, Wyo.)*. Within 5 miles either side of the 45° True radial of the Fort Bridger omnirange extending from the omnirange station to a point 15 miles northeast and within 5 miles either side of the 346° True radial of the omnirange extending from the omnirange station to a point 25 miles north.

§ 601.1443 *Control area extension (Bryce Canyon, Utah)*. Within 5 miles either side of the 110° True radial of the Bryce Canyon omnirange extending from the omnirange station to a point 25 miles southeast.

§ 601.1444 *Control area extension (Truth or Consequences, N. Mex.)*. The airspace bounded on the east by Amber civil airway No. 3 and on the southwest and northwest by VOR civil airway No. 19. The portion of this control area above 20,000 feet MSL which overlaps the White Sands restricted area, Area 2 (R-521), (published in § 608.39 of this chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

§ 601.1445 *Control area extension (Neah Bay, Wash.)*. The airspace lying south of the United States-Canadian Border and the Vancouver Oceanic Flight Information Region within lines drawn tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., radio range station and the circumference of a 15-mile radius circle centered on the intersection of the northwest course of the Neah Bay radio range and a point at latitude 48°40′00″, longitude 125°17′30″, excluding the portion below 5,000 feet MSL.

§ 601.1446 *Control area extension (Pendleton, Oreg.)*. The airspace east of Pendleton bounded on the north by Red civil airway No. 53, on the southwest by Green civil airway No. 10, and on the southeast by a line drawn 5 miles southeast of and parallel to the southwest course of the Walla Walla, Wash., radio range extending from Red 53 to Green 10.

§ 601.1447 *Control area extension (New Orleans, La.)*. The airspace bounded by lines beginning at a point at latitude 29°15′00″, longitude 90°-40′00″, thence extending southwest to latitude 28°15′00″, longitude 91°25′00″, thence west to latitude 28°15′00″, longitude 92°05′00″; thence northeast to latitude 29°15′00″, longitude 91°05′00″, thence east to point of beginning at latitude 29°15′00″, longitude 90°40′00″, excluding the portion below 2500 feet MSL between the United States shoreline and the New Orleans Oceanic Control Area.

§ 601.1448 *Control area extension (Vero Beach, Fla.)*. The airspace within 5 miles either side of the Vero Beach, Fla., omnirange 023° True radial extending from the Vero Beach omnirange station to its intersection with the Orlando, Fla., omnirange 071° True radial, excluding the airspace below 10,000 feet MSL which lies outside the continental limits of the United States and excluding the airspace below 14,000 feet MSL which overlaps Warning Area W-158.

§ 601.1450 *Control area extension (South Boston, Va.)*. The airspace northwest of South Boston, Va., bounded on the east by Blue civil airway No. 29, on the southwest by VOR civil airway No. 136 and on the northwest by VOR civil airway No. 143.

§ 601.1451 *Control area extension (Tonopah, Nev.)*. Within 5 miles either side of the south course of the Tonopah radio range extending from the radio range station to a point 15 miles south.

§ 601.1454 *Control area extension (Miami, Fla.)*. The airspace bounded on the north by VOR civil airway No. 293, on the east by VOR civil airway No. 3 and on the south and west by VOR civil airway No. 51 and Blue civil airway No. 19.

§ 601.1455 *Control area extension (Las Vegas, Nev.)*. The airspace northwest of Las Vegas bounded on the northwest by a circle 10 miles in radius centered on the Indian Springs, Nev., nondirectional radio beacon, on the northeast by a line tangent to the circumference of this circle extending to the circumference of a 5-mile radius circle centered on the Las Vegas radio range station, on the southwest by a line tangent to the circumference of the Indian Springs 10-mile radius circle extending to the circumference of a 5-mile radius circle centered on the Las Vegas omnirange station, and on the southeast by Amber civil airway No. 2. The portion of this control area extension which lies within the Tonopah restricted area (R-271) shall be used only after obtaining prior approval from Civil Aeronautics Air Traffic Control.

SUBPART D—CONTROL ZONES

§ 601.1981 *Scope of control zones*. Each control zone shall include the navigable air space above all that area on the surface of the earth lying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones*. The portions of the navigable airspace of the United States described in Subpart D are designated as control zones.

§ 601.1983 *Three mile radius zones*. Within a 3 mile radius of the following airports:

Altoona, Pa.: Altoona-Blair County Airport.
Baker, Oreg.: Baker Municipal Airport.
Bellingham, Wash.: Bellingham Municipal Airport.
Blackstone, Va.: Blackstone AAF.
Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.: Butte Municipal Airport.
Columbus, N. Mex.: CAA intermediate field excluding the portion which lies outside the continental United States.
Crows Landing, Calif.: Navy ALF.
Cut Bank, Mont.: Cut Bank Municipal Airport.
Daggett, Calif.: Daggett Municipal Airport.
Dillon, Mont.: Dillon intermediate field.
Dubois, Idaho: Dubois intermediate field.
Ellensburg, Wash.; Ellensburg Municipal Airport.
El Morro, N. Mex.: CAA intermediate field.
Ephrata, Wash.: Ephrata Municipal Airport.
Eugene, Oreg.: Mahlen-Sweet Airport.
Glendale, Calif.: Grand Central Airport.
Helena, Mont.: Helena Municipal Airport.
Klamath Falls, Oreg.: Klamath Falls Municipal Airport.
Lakehurst, N. J.: Naval Air Station.
Lewistown, Mont.: Lewistown Municipal Airport.
Miles City, Mont.: Miles City Municipal Airport.
Missoula, Mont.: Missoula County Airport.
Monterey, Calif.: Monterey Peninsula Airport.
Needles, Calif.: Needles Airport.
Paso Robles, Calif.: Paso Robles County Airport.
Pendleton, Oreg.: Pendleton Municipal Airport.
Redmond, Oreg.: Redmond-Roberts Field.
The Dalles, Oreg.: The Dalles Municipal Airport.
Toledo, Wash.: Toledo-Winlock Airport.
Torrance, Calif.: Torrance Municipal Airport.
Yakima, Wash.: Yakima Municipal Airport.

§ 601.1984 *Five mile radius zones*. Within a 5 mile radius of the following airports:

Aniak, Alaska: Aniak Airport.
Annette Island, Alaska: Annette Island Airport.
Arcata, Calif.: Arcata Airport.
Bedford, Mass.: Lawrence G. Hanscom Field.
Bendix, N. J.: Teterboro Air Terminal.
Bethel, Alaska: Bethel Airport.
Bettles, Alaska: Bettles Airport.
Big Delta, Alaska: Big Delta Airport.
Blythe, Calif.: Blythe Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.: Bridgeport Muncipal Airport.
Chattanooga, Tenn.: Lovell Field.

Crescent City, Calif.: Del Norte County Airport.
Delta, Utah: Delta Airport.
Elkins, W. Va.: Elkins Airport.
Elko, Nev.: Elko Airport.
Fairbanks, Alaska: Eielson Air Force Base.
Fallon, Nev.: Fallon NAAS.
Farewell, Alaska: Farewell Airport.
Fayetteville, Ark.: Fayetteville-Drake Field.
Fort Lauderdale, Fla.: Broward County International Airport.
Galena, Alaska: Galena Airport.
Glens Falls, N. Y.: Warren County Airport.
Gulkana, Alaska: Gulkana Airport.
Gustavus, Alaska: Gustavus Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Iliamna, Alaska: Iliamna Airport.
Kenai, Alaska: Kenai Airport.
King Salmon, Alaska: King Salmon Airport.
Kotzebue, Alaska: Wien Memorial Airport.
Las Vegas, N. Mex.: Las Vegas Airport.
Lihue, Kauai, T. H.: Lihue Airport.
Lucin, Utah: CAA intermediate field.
Massena, N. Y.: Massena Municipal Airport.
McAlester, Okla.: McAlester Municipal Airport.
McGrath, Alaska: McGrath Airport.
Medford, Oreg.: Medford Municipal Airport.
Middleton Island, Alaska: Middleton Island Airport.
Minchumina, Alaska: Minchumina, Airport.
Mobile, Ala.: Brooklyn Air Force Base.
Moses Point, Alaska: Moses Point Airport.
Mountain View, Calif.: Moffett NAS.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.: Stewart AFB.
Nome, Alaska: Nome Airport.
North Bend, Oreg.: North Bend Airport.
Northway, Alaska: Northway Airport.
Otto, N. Mex.: CAA intermediate field.
Pensacola, Fla.: Forrest Sherman Field.
Philipsburg, Pa.: Philipsburg Airport.
Phoenix, Ariz.: Luke AFB.
Portland, Oreg.: Portland International Airport.
Pulaski, Va.: Leving Field.
Reading, Pa.: General Spaatz Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell, Field).
Reno, Nev.: United Air Lines Airport.
Reno, Nev.: Stead AFB.
Roanoke, Va.: Woodrum Field.
Rome, N. Y.: Griffiss AFB.
Salinas, Calif.: Salinas Airport.
Salisbury, Md.: Wicomico County Airport.
Salt Flat, Tex.: CAA intermediate field.
San Marcos, Tex.: San Marcos Air Force Base.
San Rafael, Calif.: Hamilton AFB.
Santa Fe., N. Mex.; Santa Fe Airport.
Selma, Ala.; Craig Air Force Base.
Skwentna, Alaska: Skwentna Airport.
Summit, Alaska: Summit Airport.
Talkeetna, Alaska: Talkeetna Airport.
Tanana, Alaska: Tanana Airport.
Tucumcari, N. Mex.: Tucumcari Airport.
Unalakleet, Alaska: Unalakleet Airport.
Walla Walla, Wash.: Walla Walla City-County Airport.
Wendover, Utah: Wendover AFB.
Westfield, Mass.: Barnes Airport.
Westhampton Beach, Long Island, N. Y.: Suffolk County Air Force Base.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.
Yuma, Ariz.: Vincent AFB.

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station and within 2 miles either side of the Albany ILS localizer course extending from the localizer to a point 10 miles north of the ILS outer marker.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5-mile radius of the Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station

§ 601.2003 *Baltimore, Md., control zone.* Within a 5-mile radius of Harbor Field, Baltimore, Md., and within 5 miles either side of the north and south courses of the Baltimore RR extending from the airport to a point 10 miles south of the RR. The portions of this control zone which lie within the geographic limits of, and between the designated altitudes of, the Camp Springs, Md. (Andrews AFB) Restricted Area/Military Climb Corridor (R-542) is excluded during the restricted area's time of designation.

§ 601.2004 *Bangor, Maine, control zone.* Within a 5-mile radius of Dow Air Force Base, Bangor, Maine, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow Air Force Base to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor omnirange station.

§ 601.2005 *Boston, Mass., control zone.* Within a 5-mile radius of Logan International Airport; within 2 miles either side of the north course of the Boston radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker and within 2 miles either side of the 144° True radial of the Boston omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a five mile radius of the Buffalo Municipal Airport, within 2 miles either side of the northeast course of the Buffalo radio range extending to the Wolcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range extending to the Angola fan marker, and within 2 miles either side of the 99° True and 279° True radials of the Buffalo omnirange extending to a point 10 miles east of the omnirange station.

§ 601.2007 *Burlington, Vt., control zone.* Within a 5-mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5-mile radius of Concord Municipal Airport, within 2 miles either side of the southeast course of the Concord radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 284° True radial of the Concord omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2009 *Erie, Pa., control zone.* Within a 5-mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5-mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5-mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5-mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5-mile radius of Newark Municipal Airport including the area encompassed between tangent line extending from this 5-mile radius zone to but not including the Teterboro, N. J., 5-mile radius control zone; within 2 miles either side of the Newark ILS localizer front course extending from the localizer to a point 10 miles southwest of the ILS outer marker.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5-mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

§ 601.2016 *Wheeling, W. Va., control zone.* Within a 5-mile radius of Wheeling-Ohio County Airport, within 2 miles either side of the centerline of the northeast-southwest runway extended through the outer compass locator to a point 10 miles southwest of the airport, and within 2 miles either side of a direct line extending from the airport to the Wheeling omnirange station.

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Allegheny County Airport, Pittsburgh, Pa., within 2 miles either side of a direct line extending from the airport to the Cecil nondirectional radio beacon, within 2 miles either side of the 227° and 047° True radials of the Pittsburgh omnirange extending from the 5 mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the extended centerline of the Allegheny County Airport east-west runway extending from the 5-mile radius zone to the McKeesport, Pa., nondirectional radio beacon.

§ 601.2018 *Portland, Maine, control zone.* Within a 5-mile radius of the Portland Municipal Airport, within 2 miles either side of the northwest course of the Portland radio range extending from the radio range station to a point 5 miles northwest, and within 2 miles either side of the Portland ILS localizer course extending from the localizer to a point 5 miles beyond the ILS outer marker.

§ 601.2019 *Providence, R. I., control zone.* Within a 5-mile radius of the Theodore Francis Green Airport extending 2 miles either side of the southwest course of the Providence radio range to a point 14 miles southwest of the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5-mile radius of Byrd Field, Richmond, Va., extending 2 miles either side of the southwest course of the Richmond, Va., radio range to the Chester fan marker, and extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker and to a point 10 miles northeast of the ILS middle marker.

§ 601.2021 *Rochester, N. Y., control zone.* Within a 5 mile radius of Rochester-Monroe County Airport, within 2 miles either side of the east course of the Rochester radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 171° True and 278° True radials of the omnirange extending from the omnirange station to points 10 miles south and west of the omnirange station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5-mile radius of the Washington National Airport (excluding the portion overlapping the Washington Airspace Reservation) and extending to include the segment of a circle 15 miles in radius centered on the Washington National Airport bounded on the west by a line 2 miles west of the southwest course of the Washington radio range and on the east by a line 2 miles east of the ILS localizer course, and further extending 2 miles on the east side and 4 miles on the west side of the northeast course of the Washington radio range to the Riverdale, Md., non-directional radio beacon.

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5-mile radius of Kirtland AFB, within 2 miles either side of the south course of the Albuquerque radio range extending to the Peralta fan marker, within 2 miles either side of a line bearing 352°–172° True through the Alameda nondirectional radio beacon extending from the 5-mile radius control zone boundary to a point 10 miles north of the Alameda nondirectional radio beacon and within 2 miles either side of the 91° and 271° True radials of the Albuquerque omnirange extending from the 5-mile radius control zone boundary to a point 10 miles west of the omnirange station.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5-mile radius of Amarillo AFB, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to a point 18 miles east.

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5 mile radius of Webb Air Force Base and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west and within 2 miles either side of the 191° True radial of the Big Spring omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2026 *Brownsville, Tex., control zone.* That airspace over United States territory, within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex., within 2 miles either side of the northwest course of the Brownsville radio range extending from the radio range station to the Los Fresnos fan marker and within 2 miles either side of the 72° True radial of the Brownsville omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5-mile radius of Love Field, Dallas, Tex., within 2 miles either side of the 252° True radial of the Dallas omnirange extending from Love Field to the omnirange station, within 2 miles either side of the Love Field ILS localizer southeast course extending from the localizer to the intersection of the Love Field ILS southeast course and the 202° True radial of the Dallas omnirange, within 2 miles either side of a 185° True bearing extending from the Dallas nondirectional radio beacon to the Duncanville nondirectional radio beacon, and within 2 miles either side of the Love Field ILS northwest course extending from the localizer to the intersection of the Love Field ILS northwest course and the east course of the Fort Worth radio range.

§ 601.2028 *El Paso, Tex., control zone.* Within a 5-mile radius of the El Paso International Airport, within 2 miles either side of the east course of the El Paso RR extending to the Hueco FM, within 2 miles either side of the north course of the El Paso RR extending to the Newman, Tex., VOR, and within 2 miles either side of a direct line extending from the center of Biggs AFB to the Newman VOR, excluding the portion lying outside the continental United States.

§ 601.2029 *Fort Worth, Tex., control zone.* All that airspace within a 5-mile radius of Meacham Field and within a 5-mile radius of Carswell AFB, within 2 miles either side of the south course of the Fort Worth radio range extending to its intersection with a line bearing 255° True from the Dallas, Tex., nondirectional radio beacon, within 2 miles either side of a line bearing 181° True from the Carswell AFB extending to a point 13 miles south of the Air Force Base, and the airspace bounded on the east by a line two miles east of and parallel to a direct line from Meacham Field through the Haslet nondirectional radio beacon, on the north by Lat. 32°59′45″ and on the west by a line 2 miles west of and parallel to a direct line from the Carswell AFB through the Newark nondirectional radio beacon.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5-mile radius of the Galveston Airport and within 2 miles either side of the 119° and 299° True radials of the Galveston omnirange extending from the 5-mile radius zone to a point 10 miles west of the omnirange station and within 2 miles either side of a line bearing 312° True from the Galveston nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles northwest of the nondirectional radio beacon.

§ 601.2031 *Houston, Tex., control zone.* Within a 10-mile radius of Houston Municipal Airport, within a 5-mile radius of Ellington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument nondirectional radio beacon.

§ 601.2032 *Laredo, Tex., control zone.* That airspace over United States territory within a 10-mile radius of Laredo AFB and within 2 miles either side of the 147° True radial of the Laredo omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5-mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

§ 601.2034 *Monroe, La., control zone.* Within a 5-mile radius of Selman Field, within 2 miles either side of the southwest course of the Monroe radio range extending from the radio range station to a point 4 miles southwest, and within 2 miles either side of the 41° True and 221° True radials of the Monroe omnirange extending from the control zone to a point 10 miles southwest of the omnirange station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5-mile radius of New Orleans Airport and within a 5-mile radius of Moisant International Airport, within 2 miles either side of the east and west courses of the New Orleans radio range extending from the New Orleans Airport 5-mile radius zone to a point 17¼ miles west of the radio range station, within 2 miles either side of the 242° and 62° True radials of the New Orleans omnirange extending from the Moisant International Airport 5-mile radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the ILS localizer course extending from the localizer to a point 14½ miles west.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10-mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10-mile radius of Mathis Field to and including a 5-mile radius of Goodfellow AFB, San Angelo, Tex., and within 2 miles either side of the San Angelo VOR 72° radial extending to a point 10 miles east of the VOR.

§ 601.2038 *Shreveport, La., control zone.* Within a 5-mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7 mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove fan marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5-mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker, within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker and within 2 miles either side of a line bearing 03° True from the Owasso nondirectional radio beacon extending from the beacon to a point 10 miles north and within 2 miles either side of the 88° True and 268° True radials of the Tulsa omnirange extending from the Tulsa Municipal Airport to a point 10 miles east of the omnirange station.

§ 601.2040 *Smyrna, Tenn., control zone.* Within a 5-mile radius of Sewart Air Force Base and within 2 miles either side of a line bearing 139° True extending from the Sewart AFB nondirectional radio beacon to a point 10 miles southeast.

§ 601.2041 *Akron, Colo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5-mile radius of Burlington Municipal Airport and within 2 miles either side of the 292° and 112° True radials of the Burlington omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2043 *Casper, Wyo., control zone.* Within a 5-mile radius of Casper Air Terminal extending east 2 miles either side of the west and east courses of the Casper radio range to the Parkerton fan marker and within 2 miles either side of a line bearing 269° True from the Casper ILS localizer extending from the Casper Air Terminal to a point 10 miles west of the ILS outer marker.

§ 601.2044 *Cheyenne, Wyo., control zone.* Within a 5-mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range extending from the radio range station to a point 11½ miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° True radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5-mile radius of Peterson Municipal Airport and within 2 miles either side of a line bearing 180° True from the airport extending to a point 15 miles south of the airport.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5-mile radius of Columbia Municipal Airport and within 2 miles either side of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10-mile radius of Stapleton Air Field, Denver, Colo., within 2 miles either side of the Stapleton ILS localizer course extending from the localizer to a point 11½ miles east of Stapleton Air Field, within 2 miles either side of a 45° True radial of the Denver omnirange extending from the omnirange station to a point 5 miles northeast, and within 2 miles either side of the north course of the Denver radio range extending from the radio range station to a point 13 miles north.

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5-mile radius of the Des Moines Municipal Airport, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, within 2 miles either side of the front and back courses of the Des Moines ILS localizer extending from the localizer to a point 12 miles southeast and northwest of the airport, and within 2 miles either side of the 176° True and 356° True radials of the Des Moines omnirange extending from the five mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3-mile radius of the CAA intermediate field and within 2 miles either side of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans., control zone.* Within a 5-mile radius of the New Garden City Municipal Airport, within 2 miles either side of the north course of the Garden City radio range extending from the radio range to a point 12 miles north, within 2 miles either side of a line bearing 144° True extending from the radio range station to the airport, and within 2 miles either side of the 005°, 024°, 121°, 167°, 253° and 322° True radials of the Garden City omnirange extending to points 12 miles from the omnirange station.

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5-mile radius of the Grand Island Airport and within 2 miles either side of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Quincy, Ill., control zone.* Within a 5-mile radius of the Quincy-Baldwin Airport and within 2 miles either side of the 35° True and 215° True radials of the Quincy omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5-mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range, and within 2 miles either side of the Huron ILS localizer northwest course extending from the localizer to a point 12 miles northwest of the outer marker.

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5-mile radius of the Hutchinson Municipal Airport, within an 8-mile radius of the Hutchinson ANG Field, within 2 miles either side of the south course of the Hutchinson radio range extending from the radio range station to a point 23 miles south, and within 2 miles either side of the 222° True radial of the Hutchinson omnirange extending from the Hutchinson Municipal Airport to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the north course of the Hutchinson radio range extending from the radio range station to a point 10 miles north.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5-mile radius of Joplin Airport and within 2 miles either side of a line bearing 318° True extending from the airport to a point 10 miles northwest of the Joplin ILS outer marker.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5-mile radius of the Kansas City Municipal Airport, within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of a line bearing 13° True from the airport extending through the Kansas City ILS outer marker compass locator to a point 5 miles north of the ILS outer marker compass locator.

§ 601.2057 *Kirksville, Mo., control zone.* Within a 3-mile radius of Kirksville Airport and within 2 miles either side of the 316° and 136° True radials of the Kirksville omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5-mile radius of the La Junta Airport and within 2 miles either side of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5-mile radius of Brees Field, within 2 miles either side of the northwest course of the Laramie radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 332° True radial of the Laramie omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2060 *Pellston, Mich., control zone.* Within a 5-mile radius of Emmet County Airport, Pellston, Mich., extending 2 miles either side of a track bearing 132° True from the Pellston non-directional radio beacon to a point 10 miles southeast.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5-mile radius of the Lincoln Air Force Base, within 2 miles either side of the north course of the Lincoln radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the front course of the Lincoln ILS localizer extending from the localizer to a point 12 miles northwest of the outer marker, and within 2 miles either side of the south course of the Lincoln radio range extending to a point 15 miles south of the Lincoln Air Force Base.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5-mile radius of Mason City Municipal Airport and within 2 miles either side of the 2° and 182° True radials of the Mason City omnirange extending from the airport control zone to a point 10 miles south of the omnirange station.

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5-mile radius of Lee Bird Municipal Field, within 2 miles either side of the south course of the North Platte radio range extending from the radio range station to a point 10 miles south, and within 2 miles either side of the 30° True and 210° True radials of the North Platte omnirange extending from Lee Bird Municipal Field to a point 10 miles southwest of the omnirange station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5-mile radius of the Omaha, Nebr., Municipal Airport extending 2 miles either side of the north course of the Omaha radio range to the California, either side of the ILS localizer course to a point 10 miles northwest of the Omaha Municipal Airport.

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5-mile radius of Pierre Airport, within 2 miles either side of the east course of the Pierre radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 260° and 80° True radials of the Pierre omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5-mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5-mile radius of the Pueblo radio range station, within 2 miles either side of the Iowa, Fan Marker, and extending 2 miles southeast course of the radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 267° and 87° True radials of the Pueblo omnirange extending from the Pueblo Municipal Airport 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5-mile radius of Ellsworth Air Force Base, within 2 miles either side of the centerline of the northwest-southeast runway of Ellsworth AFB extending from the end of the runway to a point 17 miles southeast; within a 5-mile radius of the Rapid City Municipal Airport, within 2 miles either side of the south course and east course of the Rapid City radio range extending from the radio range station to points 10 miles south and east, and within 2 miles either side of the 335° True and 155° True radials of the Rapid City omnirange extending from the airport 5 mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5-mile radius of Rosecrans Memorial Airport, within 2 miles either side of the St. Joseph ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° True radials of the St. Joseph omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5-mile radius of Lambert-St. Louis Municipal Airport, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS localizer extending from the localizer to a point 5 miles east of the outer compass locator and within 2 miles either side of the back course of the ILS localizer extending from the localizer to a point 10 miles southwest of the Lake nondirectional radio beacon, and within 2 miles either side of the 323° and 143° True radials of the St. Louis omnirange extending from the airport to a point 10 miles northwest of the omnirange station.

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5-mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station and within 2 miles either side of the 259° and 79° True radials of the Scottsbluff VOR extending from the 5-mile radius zone to a point 12 miles northeast of the VOR.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

§ 601.2073 *Rawlings, Wyo., control zone.* Within a 5-mile radius of the Municipal Airport, Rawlings, Wyo., extending 2 miles either side of the east and west courses of the Sinclair, Wyo., radio range to a point 10 miles east of the radio range station.

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5-mile radius of the Sioux City Municipal Airport, within 2 miles either side of the south course of the Sioux City radio range extending from the radio range station to the Sloan Fan Marker; within 2 miles either side of the 142° True radial of the Sioux City omnirange extending from the omnirange station to a point 10 miles southeast, and within 2 miles either side of a line bearing 136° True from the Sioux City ILS outer marker compass locator, extending from the ILS outer marker compass locator to a point 10 miles southeast.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station and within 2 miles either side of the 19° and 199° True radials of the Springfield omnirange extending from the Springfield Municipal Airport to a point 10 miles northeast of the omnirange station.

§ 601.2076 *Topeka, Kans., control zone.* All that area within an 8-mile radius of the Philip Billard Airport and within 2 miles either side of the Topeka ILS localizer course extending to a point 15 miles northwest of the ILS localizer; within 2 miles either side of the 40° True radial of the Topeka omnirange extending to a point 10 miles northeast of the omnirange station, and that area within a 5-mile radius of Forbes Air Force Base, Topeka, Kans., and within 2 miles either side of the southwest course of the Forbes AFB radio range extending to a point 10 miles southwest of the Forbes AFB radio range station.

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3-mile radius of Trinidad Municipal Airport and within 2 miles either side of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Edenton, N. C., control zone.* Within a 5-mile radius of the Edenton Navy Auxiliary Landing Field and within 2 miles either side of a line bearing 184° True from the Edenton NALF to a point 12 miles south, excluding the portions which overlap the Albemarle Sound Restricted Area (R-1) and the Albemarle Sound Caution Area (C-10).

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 6° True radial of the Watertown omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5-mile radius of the Wichita Municipal Airport, within 2 miles either side of 20° and 200° True bearing from the Wichita ILS outer compass locater extending from the 5-mile radius zone to a point 12 miles south of the outer compass locater, and within 2 miles either side of the 180° and 360° True radials of the Wichita omnirange extending from the 5-mile radius zone to a point 12 miles north of the omnirange station.

§ 601.2081 *Jacksonville, N. C., control zone.* Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., and within 2 miles either side of a 226° True bearing extending from the New River MCAF to a point 12 miles southwest, excluding the airspace above 5,500 feet mean sea level daily from sunset to sunrise.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5-mile radius of the Akron Municipal Airport extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station, including a 5-mile radius of the Akron-Canton County Airport extending 2 miles either side of the Akron-Canton ILS localizer course to a point 10 miles south of the outer marker and within 2 miles either side of the west course of the Akron radio range extending from the radio range station to a point 10 miles west.

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5-mile radius of the Alexandria Municipal Airport extending 2 miles either side of the north course of the Alexandria radio range to a point 10 miles north of the radio range station, and within 2 miles either side of the 230° and 50° True radials of the Alexandria omnirange extending from the Alexandria airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5-mile radius of Kellogg Field and within 2 miles either side of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station; and within 2 miles either side of the 018°, 051°, 115°, 157°, 215°, 258° and 317° True radials of the Battle Creek omnirange extending to points 12 nautical miles from the omnirange station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5-mile radius of the Bismarck Municipal Airport extending 2 miles either side of the east course of the Bismarck radio range to a point 10 miles east of the radio range station, extending 2 miles either side of the Bismarck ILS localizer course to a point 10 miles southeast of the outer marker, and extending 2 miles either side of the 114° True radial of the Bismarck omnirange to a point 10 miles southeast of the omnirange station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6-mile radius of the Chicago-Midway Airport; within 2 miles either side of the northwest course of the Chicago radio range extending from the radio range station to its intersection with the northeast course of the Joliet, Ill., radio range excluding the portion which overlaps the O'Hare International Airport control zone; within 2 miles either side of the front and back courses of the Chicago-Midway ILS localizer extending from the intersection of the localizer back course with the 44° True radial of the Chicago Heights omnirange to a point 12 miles northwest of the Chicago-Midway outer marker on the localizer front course excluding the portion which overlaps the O'Hare International Airport control zone.

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5-mile radius of Dodge City Municipal Airport and within 2 miles either side of the 161° and 341° True radials of the Dodge City omnirange extending from the airport control zone to a point 10 miles north of the omnirange station.

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5-mile radius of the Cleveland-Hopkins Airport, within 2 miles either side of the west course of the Cleveland radio range extending from the radio range station to the Elyria fan marker and within 2 miles either side of the Cleveland ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the extended centerline of Runway 23-R extending to a point 18 miles northeast of the end of the runway.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5-mile radius of the Port Columbus Municipal Airport and within a 5-mile radius of the Lockbourne, Ohio Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB and within 2 miles either side of the extended centerline of Lockbourne AFB Runway 23 extending to a point 6½ miles northeast of the end of the runway.

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5-mile radius of the Dayton Municipal Airport extending 2 miles either side of the southwest course of the Dayton ILS localizer from the localizer to a point 10 miles southwest of the outer compass locator, extending 2 miles either side of the northeast course of the ILS localizer from the localizer to a point 10 miles northeast of the Tipp City nondirectional radio beacon.

§ 601.2092 *Detroit, Mich., control zone.* Within a 5-mile radius of the Detroit City Airport extending 2 miles either side of the northwest course of the Windsor, Ontario, Canada, radio range to the United States-Canadian Border and excluding that portion which lies outside the continental limits of the United States.

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the north course of the Dickinson radio range, extending 10 miles north of the radio range station and extending 2 miles either side of the 15° True radial of Dickinson omnirange to a point 10 miles north of the omnirange station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5-mile radius of the Williamson-Johnson Airport and within 2 miles either side of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Belleville, Ill., control zone.* Within a 5-mile radius of the Scott Air Force Base extending 2 miles either side of the southwest course of the Scott AFB, Belleville, Ill., radio range to a point 10 miles southwest of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5-mile radius of Dress Memorial Municipal Airport and within 2 miles either side of the centerline of the northeast-southwest runway of the Dress Memorial Municipal Airport extending from the 5-mile radius zone to a point 10 miles northeast of the ILS outer marker.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5-mile radius of the Fargo-Hector Airport, within 2 miles either side of the east course of the Fargo radio range extending from the radio range station to the Glyndon fan marker, within 2 miles either side of the west course of the Fargo radio range extending from the radio range station to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the Fargo ILS localizer front course extending from the localizer to a point 12 miles south of the outer marker.

§ 601.2098 *Flint, Mich., control zone.* Within a 5-mile radius of Bishop Airport and within 2 miles either side of a line bearing 268° True from the airport extending from the airport to a point 10 miles west of the Flint ILS outer marker.

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5-mile radius of Baer Field, Fort Wayne, Ind., within 2 miles either side of the southwest course of the Fort Wayne radio range extending from the radio range station to a point 10 miles southwest, within 2 miles either side of the ILS localizer front course extending from the localizer to a point 12 miles southeast of the ILS outer marker, and within 2 miles either side of the 103°, 232°, 259°, and 325° True radials of the omnirange extending to points 12 miles beyond the omnirange station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5-mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5-mile radius of the Goshen Airport and within 2 miles either side of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5-mile radius of the

Municipal Airport and within 2 miles either side of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 6-mile radius of the Kent County Airport and within 2 miles either side of the southeast course of the Grand Rapids radio range, extending 12 miles southeast of the radio range station.

§ 601.2104 *Huntington, W. Va., control zone.* Within a 5-mile radius of the Huntington Airport, Chesapeake, Ohio; within a 5-mile radius of the Tri-State Airport, Huntington, W. Va.; within 2 miles either side of a line bearing 253° True extending from the Huntington nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a line bearing 15° True extending from the nondirectional radio beacon to a point 10 miles north.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5-mile radius of the Weir Cook County Airport, extending 2 miles either side of the west course of the Indianapolis radio range to the Clayton fan marker, extending 2 miles either side of the Weir-Cook County Airport localizer course to a point 10 miles southwest of the outer marker and extending 2 miles either side of the 323° and 143° True radials of the Indianapolis omnirange from the Weir-Cook County Airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5-mile radius of the Jamestown Municipal Airport extending 2 miles either side of the east course of the Jamestown radio range to a point 10 miles east of the radio range station and extending 2 miles either side of the 191° and 11° True radials of the Jamestown omnirange station from the Municipal Airport control zone to a point 10 miles south of the omnirange station.

§ 600.2107 *Joliet, Ill., control zone.* Within a 5-mile radius of the Joliet Municipal Airport, within 2 miles either side of the west course of the Joliet RR extending to a point 10 miles west of the Joliet RR and within 2 miles either side of the Joliet VOR 104° and 284° radials extending to a point 12 miles west of the VOR.

§ 601.2108 *Lansing, Mich., control zone.* Within a 5-mile radius of the Capital City Airport, Lansing, Mich., within 2 miles either side of the east course of the Lansing radio range extending from the radio range station to a point 12 miles east, within 2 miles either side of the 232° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles southwest, within 2 miles either side of the 52° True radial of the Lansing omnirange extending from the omnirange station to a point 12 miles northeast of its intersection with the northwest course of the Lansing radio range, within 2 miles either side of the Lansing ILS localizer front course extending from the localizer to a point 12 miles east of the ILS outer marker, and within 2 miles either side of the ILS localizer back course extending from the localizer to a point 10 miles west of its intersection with the Lansing omnirange 358° True radial.

§ 601.2109 *Lafayette, Ind., control zone.* Within a 5-mile radius of Purdue University Airport, within 2 miles either side of the 38° and 218° True radials of the Westpoint, Ind., omnirange extending from the 5-mile radius zone to a point 12 miles southwest of the Westpoint omnirange station, and within 2 miles either side of the 144° and 324° True radials of the Lafayette omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the Lafayette omnirange station.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the 24° True and 204° True radials of the Lone Rock omnirange extending from the Municipal Airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5-mile radius of Standiford Field and within a 5-mile radius of Bowman Field extending 2 miles either side of the Standiford Field ILS localizer course from the localizer to the limits of the Fort Knox, Ky., restricted area, extending 2 miles either side of the 122° and 302° True radials of the Louisville omnirange from the Standiford Field control zone to a point 10 miles southeast of the omnirange station, and extending 2 miles either side of the 154° and 334° True radials of the Louisville omnirange from the Bowman Field control zone to a point 10 miles southeast of the omnirange station.

§ 601.2112 *Madison, Wis., control zone.* Within a 5-mile radius of Truax Field, within 2 miles either side of the east course of the Madison radio range extending from the radio range station to a point 10 miles east, and within 2 miles of lines bearing 183° True and 03° True from the outer marker extending from the Truax Field control zone to a point 10 miles south of the outer marker.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5-mile radius of General Mitchell Field, within 2 miles either side of the south course of the radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the front course of the Milwaukee ILS localizer extending from the localizer to a point 12 miles south of the ILS outer marker.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5-mile radius of the Minneapolis-St. Paul International Airport, within 2 miles either side of the southeast course of the Minneapolis radio range extending from the radio range station to a point 12 miles southeast, within 2 miles either side of the southeast (front) course of the Minneapolis ILS localizer extending from the localizer to a point 12 miles southeast of the outer marker, and within 2 miles either side of the northwest (back) course of the ILS localizer extending from the localizer to a point 17 miles northwest of the airport.

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5-mile radius of Port o'Minot Field, within 2 miles either side of the southeast course of the Minot radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 254° and 74° True radials of the Minot omnirange extending from the 5-mile radius zone to a point 12 miles northeast of the omnirange station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5-mile radius of Quad-City Airport, within 2 miles either side of the Quad-City ILS localizer west (front) course extending from the localizer to a point 12 miles west of the outer marker and within 2 miles either side of the ILS localizer east (back) course extending from the localizer to a point 12 miles east of its intersection with the 199° True radial of the Cordova, Ill., omnirange.

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5-mile radius of Muskegon County Airport and within 2 miles either side of the southeast course of the Muskegon radio range extending from the radio range station to a point 12 miles southeast.

§ 601.2118 *Hampton Roads, Va., control zone.* Within a 5-mile radius of Langley AFB and within 2 miles either side of the extended centerline of Runway 25 extending from the 5-mile radius zone to a point 6 miles southwest of the Morrison nondirectional radio beacon, excluding the portion which overlaps restricted area R-49.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5-mile radius of Greater Peoria Airport, within 2 miles either side of the north course of the Peoria radio range extending from the radio range station to a point 12 miles north, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2120 *Rochester, Minn., control zone.* Within a 5-mile radius of the Rochester Airport extending 2 miles either side of the south course of the radio range to a point 10 miles south of the radio range station, and extending 2 miles either side of the 222° and 42° True radials of the Rochester omnirange from the Rochester Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5-mile radius of Greater Rockford Airport, within 2 miles either side of a line extending from Greater Rockford Airport through the Rockford nondirectional radio beacon to a point 12 miles south of the nondirectional radio beacon, and within 2 miles either side of the 112° and 292° True radials of the Rockford omnirange extending from the 5-mile radius zone to a point 12 miles northwest of the omnirange station.

§ 601.2122 *Detroit, Mich., control zone.* Within a 5-mile radius of the Metropolitan Wayne County Airport, within a 12-mile radius of the Willow Run Airport, within 2 miles either side of the front and back courses of the Willow Run ILS localizer extending from a point 12 miles southwest of the Willow Run outer marker to a point 12 miles northeast of the Ford nondirectional radio beacon, and within 2 miles either side of the front and back courses of the Wayne County ILS localizer extending from a point 12 miles southwest of the Wayne County ILS outer marker to a point 15½ miles northeast of the Wayne County ILS localizer. The pie-shaped area bounded on the north by a line 2 miles south of and parallel to the 282° True radial of the Willow Run TVOR and bounded on the south by a line 2 miles north of and parallel to the 252° True radial of the Willow Run TVOR is excluded.

§ 601.2123 *South Bend, Ind., control zone.* Within a 5 mile radius of St. Joseph County Airport extending 2 miles either side of the west course of the South Bend radio range to the New Carlisle fan marker, extending 2 miles either side of the South Bend, Ind., ILS localizer course from the St. Joseph County Airport control zone to a point 10 miles east of the outer marker, and extending 2 miles either side of the 359° True radial of the South Bend omnirange to a point 10 miles north of the omnirange station.

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 15-mile radius of the Roswell radio range station and within 2 miles either side of the 220° True and 297° True radials of the Roswell omnirange extending from the omnirange station to points 10 miles southwest and northwest.

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5-mile radius of Hulman Field, Terre Haute, Ind., extending 2 miles either side of the northeast and southwest courses of the Terre Haute radio range to a point 10 miles southwest of the radio range station, and extending 2 miles either side of the 02° True radial of the Terre Haute omnirange from the airport to a point 10 miles north of the omnirange station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles beyond the outer marker.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5-mile radius of the Youngstown Municipal airport, within 2 miles either side of the north course of the Youngstown radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of a line bearing 135° True from the airport through the outer compass locator extending to a point 15 miles southeast of the airport, and within 2 miles either side of the 359° True radial of the Youngstown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5-mile radius of the New Hanover County Airport, within 2 miles either side of a line bearing 337° True extending from the Wilmington nondirectional radio beacon to a point 10 miles northwest and within 2 miles either side of a line bearing 159° True extending from the ILS middle marker to a point 12 miles southeast of the middle marker.

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5-mile radius of the Bowling Green Municipal Airport extending 2 miles either side of the southeast course of the Bowling Green radio range to a point 10 miles southeast of the radio range station, and extending 2 miles either side of the 203° True radial of the Bowling Green omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Municipal Airport, within 2 miles either side of the southeast course of the Atlanta radio range from the radio range station to the Jonesboro fan marker, within 2 miles either side of the west (front) course of the ILS localizer extending from the localizer to a point 5 miles west of the ILS outer marker and within 2 miles either side of the east (back) course of the ILS localizer extending from the localizer to a point 13 miles east of the localizer, and within 2 miles either side of the 017° True and 197° True radials of the Atlanta omnirange extending from the 5-mile radius zone to a point 5 miles south of the omnirange station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5-mile radius of Bush Field, Augusta, Ga., extending 2 miles either side of a direct line from Bush Field to the Augusta, Ga., radio range station and extending 2 miles either side of the west course of the Augusta radio range to a point 10 miles west of the radio range station and within 2 miles either side of the Augusta ILS localizer north (back) course extending to a point 8 miles north of the localizer.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5-mile radius of Keesler AFB and within 2 miles either side of the northeast course of Keesler AFB radio range, extending 5 miles northeast of the radio range station

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5-mile radius of Birmingham Airport, within 2 miles either side of the north course of the Birmingham radio range extending from the radio range station to a point 10 miles north, and within 2 miles either side of the ILS southwest localizer course extending from the localizer to the ILS outer marker.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5-mile radius of the Charleston Municipal Airport, within 2 miles either side of the Charleston RR northwest course extending to the Summerville FM, and within 2 miles either side of the Charleston VOR 341° radial extending to a point 10 miles northwest of the VOR.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5-mile radius of Douglas Airport, within 2 miles either side of the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and within 2 miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker and within 2 miles either side of the 005° True and 185° True radials of the Charlotte omnirange extending from the 5-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2136 *Newport News, Va., control zone.* Within a 5-mile radius of Patrick Henry Airport and within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles southwest of the outer marker, excluding the portion which overlaps the Hampton Roads, Va. (Langley AFB) control zone.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5-mile radius of the Columbia Airport, within 2 miles either side of the east and west courses of the Columbia radio range extending from the airport to a point 5 miles east of the radio range station, and within 2 miles either side of the 325° True and 145° True radials of the Columbia omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station, and within a 5-mile radius of Owens Field, Columbia, S. C., and 2 miles either side of the southeast course of the Columbia radio range extending from the radio range station to a point 10 miles southeast.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5-mile radius of the Crestview Airport, within 2 miles either side of the east course of the Crestview radio range extending from the radio range station to a point 10 miles east, and within 2 miles either side of the 110° and 290° True radials of the Crestview omnirange extending from the airport control zone to a point 10 miles west of the omnirange station.

§ 601.2139 *Cross City, Fla., control zone.* Within a 5-mile radius of the Cross City Airport, within 2 miles either side of the southeast course of the Cross City radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 118° True radial of the Cross City omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5-mile radius of the Daytona Beach Airport and within 2 miles either side of the west course of the Daytona Beach radio range extending from the radio range station to a point 10 miles west.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5-mile radius of Dothan Airport and within 2 miles either side of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station, excluding the portion above 19,000 feet which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise.

§ 601.2142 *Florence, S. C., control zone.* Within a 5-mile radius of the

Florence Municipal Airport, within 2 miles either side of the southeast course of the Florence radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 51° True and 231° True radials of the Florence omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5-mile radius of Page Field, Fort Myers, Fla., within 2 miles either side of a line bearing 220° True extending from the Fort Myers nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 224° True radial of the Fort Myers omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5-mile radius of the Greensboro High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range station to a point 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro omnirange extending from the omnirange station to a point 10 miles southwest excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N. C., control zone.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5-mile radius of the Greenville Airport and within 2 miles either side of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the east course of Greenwood, Miss., radio range extending 10 miles east of the radio range station and within 2 miles either side of the 066° True and 246° True radials of the Greenwood omnirange extending from the airport to a point 10 miles southwest of the omnirange station.

§ 601.2147 *Waterloo, Iowa, control zone.* Within a 5-mile radius of the Waterloo Municipal Airport, and within 2 miles either side of the 78°, 118°, 200°, 238°, 314° and 356° True radials of the Waterloo omnirange extending to points 12 miles beyond the omnirange station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5-mile radius of the Hawkins Airport, Jackson, Miss., within 2 miles either side of the north course of the Jackson RR extending to the Flora FM, and within 2 miles either side of the 195° and 015° radials of the Jackson VOR extending from the 5-mile radius zone to a point 10 miles northeast of the VOR.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5-mile radius of Imeson Airport, within 2 miles either side of the 64° True radial of the Jacksonville omnirange extending from the omnirange station to a point 10 miles northeast, within 2 miles either side of the east course of the Jacksonville radio range extending from the radio range station to the Fort George Island fan marker and including the airspace within a 3-mile radius of Mayport Naval Auxiliary Air Station and within 2 miles either side of a line bearing 51° True extending from the Mayport NAAS nondirectional radio beacon to a point 10 miles northeast.

§ 601.2150 *Key West, Fla., control zone.* Within a 5-mile radius of Meacham Field and within a 5-mile radius of Boca Chica Naval Air Station, Key West, Fla., within 2 miles either side of the west course of the Key West radio range extending from the radio range station to a point 10 miles west, within 2 miles either side of a 242° True bearing from the Key West radio range station extending from the Meacham Field 5-mile radius zone to a point 10 miles southwest of the radio range station; within 2 miles either side of the 313° True and the 273° True radials of the Key West omnirange extending to points 10 miles northwest and west of the omnirange station.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5-mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

§ 601.2152 *Macon, Ga., control zone.* Within a 5-mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5-mile radius of the Melbourne-Eau Gallie Airport and within a 5-mile radius of the Patrick AFB extending 2 miles either side of the north course of the Melbourne radio range from the radio range station to a point 10 miles north.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Memphis, Tenn., radio range extending to the Nesbitt fan marker and within 2 miles either side of the 109° True radial of the Memphis omnirange extending from the airport control zone to a point 10 miles east of the omnirange station.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5-mile radius of Key Field, Meridian, Miss., within 2 miles either side of the northwest course of the Meridian radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 314° True radial of the Meridian omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2156 *Miami, Fla., control zone.* Within a 5-mile radius of the Miami International Airport, within 2 miles either side of the Miami ILS localizer west course extending from the 5-mile radius zone to a point 10 miles west of the ILS outer marker compass locator, and within 2 miles either side of the ILS localizer east course extending from the 5-mile radius zone to a point 10 miles east of the localizer.

§ 601.2157 *Mobile, Ala., control zone.* Within a 5-mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° True radials of the Mobile omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2158 *Grandview, Mo., control zone.* Within a 5-mile radius of the Richards-Gebaur Air Force Base excluding the portion lying north of latitude 38°52′30″ and west of longitude 94°35′50″, and including the airspace within 2 miles either side of a line bearing 190° True extending from the Air Force Base to a point 10 miles south of the Richards-Gebaur nondirectional radio beacon.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5-mile radius of Dannelly Field; within a 5-mile radius of Maxwell Air Force Base; within 2 miles either side of the north and west courses of the Maxwell AFB radio range extending from the radio range station to points 10 miles north and west of the station; within 2 miles either side of a line bearing 276° True from Dannelly Field through the Dannelly ILS outer marker to a point 5 miles west of the outer marker, and within 2 miles either side of the 321° True and 141° True radials of the Montgomery omnirange extending from the Dannelly Field control zone to a point 5 miles southeast of the omnirange station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5-mile radius of Muscle Shoals Airport, within 2 miles either side of the southeast course of the Muscle Shoals radio range extending to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 112° True and 292° True radials of the Muscle Shoals omnirange extending from the 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5-mile radius of Berry Field and within 2 miles either side of the east course of Nashville, Tenn., radio range extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5-mile radius of the Orlando Municipal Airport and within a 5-mile radius of McCoy AFB, and within 2 miles either side of a direct line extending from the McCoy AFB through the Pinecastle nondirectional radio beacon to a point 10 miles south of the Air Force Base.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5-mile radius of the Municipal Airport and within 2 miles either side of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station and within 2 miles either side of the ILS localizer northwest course extending from the localizer to a point 15 miles northwest."

§ 601.2164 *Raleigh, N. C., control zone.* Within a 5-mile radius of Raleigh-Durham Airport and within 2 miles either side of the southeast course of

Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5-mile radius of Travis Field including the airspace within a 5-mile radius of Hunter Air Force Base, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either side of the northwest and southeast courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 245° True and 65° True radials of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5-mile radius of Memorial Airport and within 2 miles either side of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5-mile radius of Dale Mabry Field and within 2 miles either side of the northwest course of the Tallahassee radio range extending from the radio range station to a point 10 miles northwest. The portion of this control zone above 19,000 feet MSL which lies beneath and also the portion which lies within the geographic limits of, and between the designated altitudes of, the Tyndall AFB restricted area (R-336) are excluded during the restricted area's time of designation.

§ 601.2168 *Tampa, Fla., control zone.* That airspace within a 5-mile radius of the Tampa International Airport, within a 5-mile radius of McDill Air Force Base, within 2 miles either side of a line extending from the Tampa International Airport to the Tampa radio range station and within 2 miles either side of the southeast course of the Tampa radio range extending to a point 10 miles southeast of the radio range station, within a 5-mile radius of the St. Petersburg-Clearwater International Airport and 2 miles either side of a line extending from St. Petersburg-Clearwater International Airport to the Tampa radio range station, and within 2 miles either side of the 340° True radial of the St. Petersburg VOR from the St. Petersburg-Clearwater International Airport control zone to a point 10 miles northwest of the VOR and that airspace within 5 miles either side of a direct line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5-mile radius of the Tri-City Airport and within 2 miles either side of the northeast course of Tri-City, Tenn., radio range extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5-mile radius of Palm Beach Air Force Base and within 2 miles either side of the west course of West Palm Beach, Fla., radio range extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5-mile radius of Smith-Reynolds Airport and within 2 miles either side of the southeast and northwest courses of Winston-Salem radio range extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5-mile radius of Alma Intermediate Field and within 2 miles either side of the northwest course of the Alma, Ga., radio range extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5-mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the northwest course of Bakersfield, Calif., radio range extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5-mile radius of the Lockheed Air Terminal, Burbank, including the airspace within a 5-mile radius of the San Fernando Valley Airport, Van Nuys, Calif., and the airspace within a 3-mile radius of the Grand Central Airport, Glendale, Calif.

§ 601.2175 *El Centro, Calif., control zone.* Within a 5-mile radius of the Naval Air Station extending to and including a 2-mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

§ 601.2176 *Fresno, Calif., control zone.* Within a 5-mile radius of Fresno Air Terminal and within a 3-mile radius of Fresno-Chandler Municipal Airport, and within 2 miles either side of the west and southeast courses of the Fresno radio range extending from the radio range station to points 10 miles west and southeast.

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5-mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5-mile radius of the Las Vegas, Nev., Air Force Base.

§ 601.2178 *Long Beach Calif., control zone.* That airspace within a 5-mile radius of Long Beach Municipal Airport including the airspace within a 5-mile radius of NAS Los Alamitos, Calif., and the airspace within 2 miles either side of the southeast course of the Long Beach radio range extending from the radio range station to a point 14 miles southeast, excluding the portion in conflict with El Toro MCAF control zone.

§ 601.2179 *Los Angeles, Calif., control zone.* Within the circumference of a 5-mile radius circle centered on Los Angeles International Airport excluding the portion subtended by a chord drawn between the points of intersection of this circumference with the circumference of the Santa Monica, Calif., control zone (§ 601.2420); within 2 miles either side of the Los Angeles ILS localizer east course extending from the localizer to a point 6 miles east of the airport, and within 2 miles either side of a line bearing 338° True from the Los Angeles nondirectional radio beacon extending to the Burbank, Calif., control zone.

§ 601.2180 *Oakland, Calif., control zone.* Within a 5-mile radius of the Metropolitan Oakland International Airport, within 2 miles on the northeast side and 5 miles on the southwest side of the northwest course of the Oakland radio range extending from the radio range station to a point 10 miles northwest, within 8 miles on the northwest side and 3¾ miles on the southeast side of the southwest course of the Oakland radio range extending from the radio range station to a point 6 miles southwest, and within 2 miles on the southwest side and 7 miles on the northeast side of the southeast course of the Oakland radio range extending from the radio range station to the Fremont fan marker.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5-mile radius of Hill Air Force Base, Ogden, Utah, including the airspace within a 5-mile radius of the Ogden Municipal Airport, and within 2 miles either side of the 345° True and 166° True radials of the Ogden omnirange extending to a point 10 miles north of the omnirange station and southward to the Layton, Utah, fan marker.

§ 601.2182 *Palmdale, Calif., control zone.* Within a 5-mile radius of Palmdale Airport and within 2 miles either side of the northeast course of the Palmdale radio range extending from the radio range station to Muroc Lake Restricted Area R-279.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5-mile radius of Walker Field, Grand Junction, Colo., within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles northwest.

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5-mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the southeast course of Prescott, Ariz., radio range to and including the area within a 2-mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* The airspace within circles of 5-mile radii centered on the Sacramento Municipal Airport and the McClellan Air Force Base and within lines drawn tangent thereto, including the airspace within 2 miles either side of the southwest course of the Sacramento radio range extending from the radio range station to a point 10 miles southwest and within 2 miles either side of a line bearing 358° True extending from McClellan AFB to Red civil airway No. 76.

§ 601.2186 *San Diego, Calif., control zone.* Within a 5-mile radius of Lindbergh Field, within 2 miles either side of the north course of the San Diego radio range extending from the radio range station to the La Jolla fan marker and within 2 miles either side of the south course of the radio range extending from the radio range station to a point 13 miles south, within 2 miles either side of the 287° True radial of the San Diego terminal omnirange extending from the terminal omnirange station to a point 10 miles northwest, and within 2 miles either side of a 125° bearing extending from the North Island Naval Air station to a point 8 miles southeast.

§ 601.2187 *San Francisco, Calif., control zone.* Within a 5-mile radius of the San Francisco International Airport, within 2 miles on the southwest side of the 309° True radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 6½ miles northwest, within 6½ miles on the northwest side and 11 miles on the southeast side of the 038° True radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 9 miles northeast, and within 2 miles on the southwest side of the 125° true radial of the San Francisco terminal omnirange extending from the terminal omnirange station to a point 8¼ miles southeast. The portions of the control zone which overlap the Oakland, Calif., control zone are excluded.

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5-mile radius of Municipal Airport No. 1, within 2 miles either side of the north course of Salt Lake City, Utah, radio range, extending to Layton fan marker and within 2 miles either side of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10-mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7-mile radius of the Naval Air Station extending 2 miles on the southwest side of the southeast course of the Atlantic City, N. J., radio range to and including the airspace bounded on the west by a line bearing 174° True from the Naval Air Station, bounded on the southeast by a line lying 3 nautical miles off-shore, and bounded on the northeast by a line bearing 112° True from the Naval Air Station.

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5-mile radius of the Zanesville Municipal Airport and within 2 miles either side of a line bearing 210° True from the Municipal Airport extending from the airport to a point 10 miles southwest.

§ 601.2192 *Ontario, Calif., control zone.* Within a 5-mile radius of the Ontario International Airport and within 2 miles either side of a line bearing 89° True extending from the airport to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5-mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5-mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5-mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

§ 601.2196 *Wilmington, Del., control zone.* Within a 5-mile radius of the New Castle County Airport extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

§ 601.2197 *Morgantown, W. Va., control zone.* Within a 5-mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5-mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 5-mile radius of the Clarence E. Hancock Airport, within 2 miles either side of the Syracuse ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker, within 2 miles either side of a direct line extending westward from the airport to the Syracuse radio range station thence within 2 miles either side of the west course of the radio range extending from the radio range station to a point 10 miles west, and the airspace within 2 miles either side of the 120° True and 300° True radials of the Syracuse omnirange extending to a point 10 miles northwest of the omnirange station.

§ 601.2200 *Allentown, Pa., control zone.* Within a 5-mile radius of Allentown-Bethlehem-Easton Airport and within 2 miles either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 miles northeast; within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker, and within 2 miles either side of the 347° True radial of the Allentown omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5-mile radius of the Lycoming County Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

§ 601.2203 *Martinsburg, W. Va., control zone.* Within a 5-mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5-mile radius of the Presque Isle AFB extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5-mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within restricted areas.

§ 601.2206 *New York, N. Y., control zone.* Within a 5-mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radio range to the Port Chester fan marker.

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5-mile radius of the Westchester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

§ 601.2208 *Stockton, Calif., control zone.* Within a 5-mile radius of the Stockton Field Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5-mile radius of Tucson Municipal Airport, within a 5-mile radius of Davis-Monthan Air Force Base and within 2 miles either side of the 130° True radial of the AFB TACAN extending from the TACAN facility to a point 10 miles southeast.

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

§ 601.2211 *Beeville, Tex., control zone.* Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., and within 2 miles either side of a line bearing 139° True from Chase Field extending to a point 8 miles south of Chase Field and within 2 miles either side of a direct line extending from Chase Field to the Normanna nondirectional radio beacon.

§ 601.2212 *Sumter, S. C., control zone.* Within a 5-mile radius of Shaw AFB, Sumter, S. C., extending 2 miles either side of the southwest course of the Shaw AFB radio range to a point 10 miles southwest of the radio range station.

§ 601.2213 *Salina, Kans., control zone.* Within a 5-mile radius of the Schilling AFB and within a 5-mile radius of the Salina Municipal Airport extending 2 miles either side of the 142° True and 322° True radials of the Salina, Kans., omnirange from the Salina Municipal Airport to a point 10 miles northwest of the omnirange station, and extending 2 miles either side of the 10° True and 190° True radials of the Salina, Kans., omnirange from the Schilling AFB to a point 10 miles north-northeast of the omnirange station including that airspace lying in a clockwise direction between the 322° True and 10° True radials of the Salina omnirange within a 10 mile radius of the Salina omnirange station.

§ 601.2214 *Goodland, Kans., control zone.* Within a 5-mile radius of the Goodland, Kans., Municipal Airport and within 2 miles either side of the 22° True radial of the Goodland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2215 *San Juan, P. R., control zone.* Within an 8-mile statute mile radius of a point at Latitude 18°27′00″ N., Longitude 66°03′00″ W., and within 2 miles either side of a 277° True bearing extending from the San Pat RBN to a point 10 miles west.

§ 601.2216 *Seattle, Wash., control zone.* Within a 5-mile radius of the Naval Air Station extending 1½ miles either side of a track 341° True to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44′00″, Longitude 122°20′10″ and Latitude 47°37′00″, Longitude 122°19′10″.

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5-mile radius of the Aberdeen Municipal Airport (Saunders Field), within 2 miles either side of the south course of the Aberdeen radio range extending from the radio range station to a point 12 miles south, and within 2 miles either side of the 131° True radial of the Aberdeen omnirange extending from the omnirange station to a point 12 miles southeast.

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5-mile radius of Sioux Falls Municipal Airport (Foss Field), within 2 miles either side of the northwest course of the Sioux Falls radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the 336° True radial of the Sioux Falls omnirange extending from the omnirange station to a point 12 miles, northwest, and within 2 miles either side of the northeast (back) course of the Sioux Falls ILS localizer extending from the localizer to a point 16 miles northeast.

§ 601.2219 *Cedar Rapids, Iowa, control zone.* Within a 5-mile radius of the Cedar Rapids Municipal Airport and within 2 miles either side of a line bearing 266° True extending from the airport to a point 10 miles west, and within 2 miles either side of a line bearing 90° True extending from the airport to a point 10 miles east, and within 2 miles either side of the 093° and 274° True radials of the Cedar Rapids omnirange extending from the 5-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5-mile radius of Lubbock Municipal Airport, within a 5-mile radius of Reese AFB, within 2 miles either side of the east course of the Lubbock radio range extending from Lubbock Municipal Airport to the radio range station and within 2 miles either side of the north course of the radio range extending from the radio range station to the Roundup fan marker, within 2 miles either side of the 302° True and 122° True radials of the Lubbock omnirange extending from the Lubbock airport control zone to a point 10 miles northwest of the omnirange station and within 2 miles either side of a 180° True Track from the Lubbock ILS outer marker compass locator extending from the outer marker compass locator to the airport control zone boundary.

§ 601.2221 *La Crosse, Wis., control zone.* Within a 5-mile radius of La Crosse Municipal Airport, within 2 miles either side of the northwest course of the La Crosse radio range extending from the radio range station to a point 10 miles northwest, and within 2 miles either side of the 227° True radial of the La Crosse TVOR extending from the TVOR to a point 10 miles southwest of the airport.

§ 601.2222 *Austin, Tex., control zone.* Within a 10-mile radius of Robert Mueller Airport including a 5-mile radius of Bergstrom AFB and within 2 miles either side of the 04° True radial of the Austin omnirange extending from the omnirange station to a point 10 miles north and within 2 miles either side of the centerline of the Bergstrom AFB north-south runway extending from the Air Force Base 5-mile radius zone to a point 3 miles south of the Bergstrom nondirectional radio beacon.

§ 601.2223 *Charleston, W. Va., control zone.* Within a 5-mile radius of the Kanawha County Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles northeast of the outer marker, and within 2 miles either side of the east and west courses of the Charleston, W. Va., radio range extending from the localizer course to a point 10 miles west of the radio range station, and within 2 miles either side of the 061° True and 241° True radials of the Charleston omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station.

§ 601.2224 *Anderson, S. C., control zone.* Within a 5-mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5-mile radius of the Mansfield Municipal Airport and within 2 miles either side of the 322° and 142° True radials of the Mansfield omnirange extending from the 5-mile radius zone to a point 10 miles northwest of the omnirange station.

§ 601.2226 *Springfield, Ill., control zone.* Within a 5-mile radius of Capital Airport, Springfield, Ill., within 2 miles either side of the northeast and southwest courses of the Springfield radio range extending from the airport to a point 12 miles southwest of the radio range station, within 2 miles either side of the 40° True radial of the Springfield omnirange extending from the omnirange station to a point 12 miles northeast, and within 2 miles either side of 42° True and 222° True bearings from the ILS outer compass locator extending from the 5-mile radius zone to a point 12 miles southwest of the outer compass locator.

§ 601.2227 *Dover, Del., control zone.* Within a 6-mile radius of Dover Air Force Base, within 2 miles either side of the Dover ILS localizer course extending from the Air Force Base to a point 10 miles south of the ILS localizer outer marker, and within 2 miles either side of a line bearing 126° True extending from the Dover AFB nondirectional radio beacon to a point 10 miles southeast, excluding the portion which overlaps restricted area (R–12).

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 5-mile radius of Ladd Air Force Base, within a 5-mile radius of Fairbanks International Airport, and within 5 miles either side of a line bearing 39° True extending from the Fairbanks International Airport to the ILS outer marker.

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5-mile radius of Travis Air Force Base, within 2 miles either side of the southwest course of the Travis AFB radio range extending from the Air Force Base to a point 20 miles southwest of the AFB, and within 3 miles either side of the southwest and northeast courses of the radio range extending from the Air Force Base to a point 15 miles of northeast of the AFB.

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5-mile radius of McKinnon Airport, within 2 miles either side of a line bearing 226° True extending from the Brunswick nondirectional radio beacon to a point 10 miles southwest, and within 2 miles either side of the 23° True and 203° True radials of the Brunswick omnirange extending from the five mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5-mile radius of Vero Beach Municipal Airport and within 2 miles either side of a line bearing 291° True extending from the Vero Beach nondirectional radio beacon to a point 10 miles west.

§ 601.2232 *Norfolk, Va., control zone.* Within a 5-mile radius of the Naval Air Station and within 2½ miles either side of the west course of the Norfolk, Va., Navy radio range extending to a point 2½ miles west of the Eclipse Fan Marker excluding the portion overlapping the Norfolk Municipal Airport control zone.

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5-mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

§ 601.2234 *Miami, Fla., control zone.* Within a 5-mile radius centered on the NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° True bearing extending from the Miami RBN to the 5-mile radius zone, excluding the portion which lies within the Miami International Airport control zone (§ 601.2156).

§ 601.2235 *Truth or Consequences, N. Mex., control zone.* Within a 5-mile radius of the Truth or Consequences Municipal Airport extending 2 miles either side of the 13° True radial of the Truth or Consequences omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5-mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within restricted areas.

§ 601.2237 *Dyersburg, Tenn., control zone.* Within a 5-mile radius of the Dyersburg Municipal Airport and within 2 miles either side of a line bearing 95° True extending from the Dyersburg nondirectional radio beacon to a point 10 miles east of the Dyersburg Municipal Airport and within 2 miles either side of the 78° true radial of the Dyersburg omnirange extending from the airport control zone to a point 10 miles northeast of the omnirange station.

§ 601.2238 *New York, N. Y., control zone.* Within a 5-mile radius of New York International Airport including a 5-mile radius of Floyd Bennett NAS, within 2 miles either side of a line bearing 121° True extending from the Idlewild nondirectional radio beacon to its intersection with the southwest course of the Mitchel AFB radio range, within 2 miles either side of a line bearing 211° True extending from the Idlewild nondirectional radio beacon to its intersection with the northeast course of the Philadelphia, Pa., radio range, and within 2 miles either side of a direct line extending from the Scotland, N. Y., nondirectional radio beacon to the Floyd Bennett Naval Air Station.

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5-mile radius of the Cordova (Mile 13) Airport, within 5 miles either side of a line extending from the airport to the Cordova (localizer) radio range station and within 5 miles either side of the southeast and southwest courses of the Cordova (localizer) radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2240 *Milton, Fla., control zone.* Within a 5-mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

§ 601.2241 *Macon, Ga., control zone.* Within a 5-mile radius of Robbins AFB excluding that portion overlapping the Cochran Field control zone.

§ 601.2242 *Lexington, Ky., control zone.* Within a 5-mile radius of the Blue Grass Airport, Lexington, Ky., within 2 miles either side of a line bearing 222° True from the Lexington nondirectional radio beacon to a point 10 miles southwest of the non-directional beacon and within 2 miles either side of the 303° and 123° True radials of the Lexington omnirange extending from the Blue Grass Airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5-mile radius of Mitchel Air Force Base extending 2 miles either side of the southeast course of the Mitchel AFB radio range to the Babylon fan marker.

§ 601.2244 *Quantico, Va., control zone.* Within a 5-mile radius of the Marine Corps Air Station, excluding that portion overlapping restricted areas.

§ 601.2245 *Chanute, Kans., control zone.* Within a 5-mile radius of the Chanute Airport, within 2 miles either side of the east course of the Chanute radio range extending from the radio range station to a point 12 miles east, and within 2 miles either side of the 62° True and the 242° True radials of the Chanute omnirange extending from the airport to a point 12 miles southwest of the omnirange station.

§ 601.2246 *Oklahoma City., Okla., control zone.* Within a 5-mile radius of Will Rogers Municipal Airport including the airspace within 2 miles either side of the west course of the Oklahoma City radio range extending from the radio range station to the Mustang fan marker; within 2 miles either side of the south (front) course of the ILS localizer extending to a point 5 miles south of the ILS outer marker and within 2 miles either side of the north (back) course of the ILS localizer extending to a point 5 miles north of Tulakes nondirectional radio beacon; within 2 miles either side of the 107° True and 287° True radials of the Oklahoma City omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station; within a 5-mile radius of Tulakes Airport and within 2 miles either side of the 50° True radial of the Oklahoma City omnirange extending between the Tulakes Airport 5-mile radius zone and the omnirange station; within 2 miles either side of a direct line between the Will Rogers Municipal Airport and Tinker Air Force Base including a 5-mile radius of Tinker AFB, and including the airspace lying within 5 miles on the east side and 3 miles on the west side of the centerline of the Tinker AFB north-south runway (runway 35/17) extending from the center of the runway to points 15 miles north of and 8 miles south of the ends of the runway.

§ 601.2247 *Abilene, Tex., control zone.* Within a 5-mile radius of Abilene Municipal Airport, within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north; within 2 miles either side of a direct line extending from the Abilene radio range station to and including a 5-mile radius of Dyess Air Force Base; within 2 miles either side of the 292° True and 112° True radials of the Abilene omnirange extending from the Abilene Municipal Airport 5-mile radius zone to a point 5 miles northwest of the omnirange station; within 2 miles either side of the 354° True radial of the Abilene omnirange extending from the omnirange station to a point 10 miles north; and within 2 miles either side of the center line of Dyess AFB north/south runway 16/34 extending to a point 10 miles south of the end of the runway.

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5-mile radius of the San Antonio Airport extending 2 miles either side of the north course of the San Antonio radio range to the Cibolo Creek fan marker.

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3-mile radius of Cliff Maus Airport, within 2 miles either side of the northwest course of the Corpus Christi radio range extending from the radio range station to the Odem fan marker and within 1 mile either side of a straight line extending from Cliff Maus Airport to Cuddihy Field to include a 2-mile radius of Cuddihy Field and within 2 miles either side of the 178°–358° True radials of the Corpus Christi omnirange extending from the Cliff Maus Airport control zone to a point 10 miles north of the omnirange station.

§ 601.2250 *Tyler, Tex., control zone.* Within a 5-mile radius of Pounds Field and within 2 miles either side of a 283° True bearing extending from the Tyler nondirectional radio beacon to a point 5 miles northwest of the nondirectional radio beacon.

§ 601.2251 *Albany, Ga., control zone.* Within a 5-mile radius of the Albany Municipal Airport, within 2 miles either side of the 155° True and 335° True radials of the Albany omnirange extending from the Municipal Airport control zone to a point 10 miles northwest of the omnirange station, within a 5-mile radius of Turner Air Force Base, within 2½ miles either side of a line extending from Turner AFB to the Doles nondirectional beacon, and within 2 miles either side of the east and south courses of the Albany radio range extending from the radio range station to points 10 miles east and south of the radio range station.

§ 601.2252 *El Toro, Calif., control zone.* Within a 5-mile radius of El Toro Marine Corps Air Station, within a 3-mile radius of Orange County Airport, Santa Ana, Calif., and within ½ mile east of and 9½ miles west of and parallel to lines bearing 355° and 175° True extending from the El Toro nondirectional radio beacon (located at latitude 33°40′53″, longitude 117°43′48″) to Green civil airway No. 5 on the north and to Amber civil airway No. 1 on the south."

§ 601.2253 *Sedalia, Mo., control zone.* Within a 5-mile radius of Whiteman Air Force Base and within 2 miles either side of a line bearing 191° True from the Air Force Base extending to a point 20 miles southwest of the AFB.

§ 601.2254 *Falmouth, Mass., control zone.* Within a 5 mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° True extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards restricted area (R–14).

§ 601.2255 *Aguadilla, P. R., control zone.* Within a 10-mile radius of Ramey Air Force Base, Aguadilla, P. R., and within 2½ miles either side of the extended center line of the Ramey AFB east-west runway extending to points 12 miles east and west of the runway ends.

§ 601.2256 *Parkersburg, W. Va., control zone.* Within a 5-mile radius of Wood County Airport and within 2 miles either side of the 29° and 209° True radials of the Parkersburg omnirange extending from the airport to a point 10 miles northeast of the omnirange station.

§ 601.2257 *Rantoul, Ill., control zone.* Within a 5-mile radius of Chanute Air Force Base, Rantoul, Ill., and within 2 miles either side of the 270° True and 90° True radials of the Chanute omnirange extending from the 5-mile radius zone to a point 12 miles east of the omnirange station.

§ 601.2258 *Wichita Falls, Tex., control zone.* Within a 5-mile radius of Shepherd AFB, Witchita Falls, Tex., within 2 miles either side of the southeast course of the Wichita Falls radio range extending from the radio range station to the Jolly fan marker, and within 2 miles either side of the Wichita Falls omnirange 274° True radial extending from the 5-mile radius zone to a point 10 miles west of the omnirange station.

§ 601.2259 *Kodiak, Alaska, control zone.* Within a 5-mile radius of the Kodiak Naval Air Base, Kodiak, Alaska, extending 2 miles either side of the southwest course of the Kodiak radio range to the radio range station.

§ 601.2260 *Fort Smith, Ark., control zone.* Within a 5-mile radius of the Fort Smith Municipal Airport extending 2 miles either side of a track 8° True to a point 10 miles north of the airport and within 2 miles either side of the 54° True and 234° True radials of the Fort Smith omnirange extending from the airport to a point 10 miles northeast of the omnirange station, and within 2 miles either side of the 81° True course of the Fort Smith ILS localizer extending from the airport to a point 12 miles east.

§ 601.2261 *Yakataga, Alaska, control zone.* Within a 5-mile radius of the Yakataga Airport, within 5 miles either side of the southeast and southwest courses of the Yakataga radio range extending from the radio range station to Amber civil airway No. 1.

§ 601.2262 *Honolulu, Oahu, T. H., control zone.* Within a 5-mile radius of Honolulu International Airport, within a 3-mile radius of the Barber's Point Naval Air Station and within 2 miles either side of the west course of the Honolulu radio range extending to a point 10 miles west of the radio range station.

§ 601.2263 *Lafayette, La., control zone.* Within a 5-mile radius of Lafayette Airport, within 2 miles either side of the 172° True radial of the Lafayette omnirange extending from the omnirange station to a point 10 miles south, and within 2 miles either side of a line bearing 187° True from the Lafayette non-directional radio beacon extending from the non-directional radio beacon to a point 10 miles south.

§ 601.2264 *Spokane, Wash., control zone.* Within a 5-mile radius of Geiger Field to and including a 5-mile radius of Fairchild AFB, Spokane, Wash.

§ 601.2265 *Wright-Patterson AFB, Ohio, control zone.* Within a 5-mile radius of Patterson Field including a 5-mile radius of Wright Field, within 2 miles either side of the south course of the Wright-Patterson AFB radio range extending from the radio range station to the Fairfield Fan Marker and within 2 miles either side of a 31° True bearing extending from the Wright-Patterson AFB radio range to a point 10 miles northeast of Patterson Field.

§ 601.2266 *Springfield, Ohio, control zone.* Within a 5-mile radius of the Springfield Municipal Airport extending 2 miles either side of a 51° True track from the end of the northeast-southwest runway to a point 10 miles northeast of the Springfield Airport.

§ 601.2267 *Baltimore, Md., control zone.* Within a 5-mile radius of the Baltimore, Md., Friendship International Airport, extending 2 miles either side of the ILS localizer course to a point 10 miles west of the outer marker.

§ 601.2268 *Ottumwa, Iowa, control zone.* Within a 5-mile radius of Ottumwa Municipal Airport and within 2 miles either side of the 311° and 131° True radials of the Ottumwa omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2269 *Fort Dix, N. J., control zone.* Within a 7-mile radius of the McGuire Air Force Base extending 5 miles either side of the southwest course of the McGuire AFB radio range to a point 10 miles southwest of the radio range station, excluding that portion which lies over Red civil airway No. 3, the Fort Dix, N. J., restricted area, and the Lakehurst, N. J., caution area.

§ 601.2270 *Enid, Okla., control zone.* Within a 5-mile radius of Vance AFB, Enid, Okla., within 2 miles either side of a line bearing 44° True extending from the Vance AFB nondirectional radio beacon to a point 10 miles northeast, and within 2 miles either side of a line extending from the Vance AFB through the Vance AFB omnirange station to a point 10 miles northwest of the Vance AFB omnirange station.

§ 601.2271 *Saginaw, Mich., control zone.* Within a 5-mile radius of the Tri City Airport, Saginaw, Mich., extending 2 miles either side of a track 347° True from the Saginaw non-directional radio beacon to a point 10 miles north of the non-directional radio beacon and within 2 miles either side of the 35°, 107°, 147°, 235°, 257°, and 310° True radials of the Saginaw omnirange extending from the omnirange station to points 12 miles northeast, east, southeast, southwest, west and northwest of the omnirange station.

§ 601.2272 *Wake Island control zone.* Within a 5-mile radius of Wake Island Airport (Lat. 19°16′53″, Long. 166°38′-40″), within 2 miles either side of a line bearing 102° True extending from the Wake HHW Type non-directional radio beacon (Lat. 19°18′18″, Long. 166°38′-22″), to a point 10 miles east, and within 2 miles either side of a line bearing 282° True extending from the Wake MHW Type non-directional radio beacon (Lat. 19°17′05″, Long. 166°37′26″) to a point 10 miles west.

§ 601.2273 *Cincinnati, Ohio, control zone.* Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky., extending 2 miles either side of the front course of the Cincinnati ILS localizer to its intersection with the southwest course of the Cincinnati radio range, extending 2 miles either side of the back course of the Cincinnati ILS localizer to its intersection with the northwest course of the Cincinnati radio range, and extending 2 miles either side of the 223° True radial of the Cincinnati omnirange to a point 10 miles southwest of the omnirange station.

§ 601.2275 *Pensacola, Fla., control zone.* Within a 5 mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding the portion which overlaps Pensacola Municipal Airport control zone (§ 601.2163).

§ 601.2276 *Westover, Mass., control zone.* Within a 5-mile radius of Westover AFB extending 2 miles either side of the northeast course of the Westover AFB (Chicopee) radio range to a point 10 miles northeast of the Quabbin fan marker, excluding that portion which overlaps the Barnes Airport, Westfield, Mass., control zone, and excluding the airspace within ½ mile radius of the Springfield, Mass., Municipal Airport.

§ 601.2277 *Carlsbad, N. Mex., control zone.* Within a 5-mile radius of Carlsbad Airport and within 2 miles either side of the 345° and 165° True radials of the Carlsbad omnirange extending from the airport control zone to a point 3 miles southeast of the omnirange station.

§ 601.2278 *New Bedford, Mass., control zone.* Within a 5-mile radius of the New Bedford Municipal Airport extending 2 miles either side of the ILS localizer course to a point 10 miles southwest of the localizer.

§ 601.2279 *Anchorage, Alaska, control zone.* That airspace within a 5-mile radius of Elmendorf Air Force Base, within 5 miles either side of a direct line from the Elmendorf AFB to and including a 5-mile radius of Anchorage International Airport, and within 2 miles either side of the ILS localizer course extending from the Anchorage International Airport to a point 10 miles beyond the outer marker, excluding the portion which overlaps restricted area (R–348).

§ 601.2280 *Hobbs, N. Mex., control zone.* Within a 15-mile radius of Lea County Airport, Hobbs, N. Mex., within 2 miles either side of the north course of the Hobbs radio range extending to a point 10 miles north of the radio range station and within 2 miles either side of the 45° True radial of the Hobbs omnirange extending to a point 10 miles northeast of the omnirange station.

§ 601.2281 *Tacoma, Wash., control zone.* Within a 5-mile radius of McChord Air Force Base and within 2 miles either side of the north course of the McChord radio range extending from the Air Force Base to the radio range station, excluding the portions from the surface upwards which are in conflict with and overlap restricted areas R-503 and R-504.

§ 601.2282 *Mt. Clemens, Mich., control zone.* Within a 7-mile radius of Selfridge AFB extending 2 miles either side of the north course of the Selfridge AFB radio range to a point 10 miles north of the radio range station.

§ 601.2283 *Atlanta, Ga., control zone.* Within a 5-mile radius of Dobbins AFB extending 2 miles either side of the west course of the Atlanta NAS radio range from the Dobbins AFB control zone to the Atlanta NAS control zone and within 2 miles either side of the centerline of the northwest-southeast runway (runway 10) extending from the 5-mile radius zone to a point 5 miles northwest of Lost Mountain nondirectional radio beacon.

§ 601.2284 *Traverse City, Mich., control zone.* Within a 5-mile radius of Traverse City Municipal Airport, within 2 miles either side of the southeast course of the Traverse City radio range extending from the radio range station to a point 12 miles southeast, and within 2 miles either side of the 348°/168° True radials of the Traverse City omnirange extending from the airport to a point 12 miles south of the omnirange station.

§ 601.2285 *Victorville, Calif., control zone.* Within a 5-mile radius of George AFB, Victorville, Calif., extending 2 miles either side of a track bearing 360° True from the George AFB to a point 15 miles north.

§ 601.2286 *Columbus, Ga., control zone.* Within a 5-mile radius of Muscogee County Airport including the airspace within 2 miles either side of the northeast course of the Columbus radio range extending southward to include a 5-mile radius of the Lawson Army Airfield, within 2 miles either side of the southwest course of the Columbus radio range extending from the radio range station to a point 10 miles southwest, and within 2 miles either side of the 150° and 330° True radials of the Columbus omnirange extending from the Muscogee County Airport to a point 3 miles northwest of the omnirange station. The portions of this control zone which overlap restricted area R-129 are excluded.

§ 601.2287 *San Antonio, Tex., control zone.* Within a 5-mile radius of Randolph Air Force Base and within 5 miles either side of a line extending from the Air Force Base to the La Vernia nondirectional radio beacon.

§ 601.2288 *Longview, Tex., control zone.* Within a 5-mile radius of Gregg County Airport, within 2 miles either side of a line bearing 188° True from the airport extending from the airport to a point 10 miles south, and within 2 miles either side of the 313° True radial of the Gregg County, Tex., omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2289 *Houghton, Mich., control zone.* Within a 5-mile radius of the Houghton County Airport extending 2 miles either side of the north course of the Houghton radio range to a point 10 miles north of the radio range station.

§ 601.2290 *Grand Marais, Mich., control zone.* Within a 5-mile radius of Grand Marais Airport extending 2 miles either side of the west course of the Grand Marais radio range to a point 10 miles west of the radio range station.

§ 601.2291 *Sault Ste. Marie, Mich., control zone.* Within a 10-mile radius of Kinross Airport, Sault Ste. Marie, Mich., extending 5 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS outer marker compass locator, excluding that portion which lies outside the continental United States.

§ 601.2292 *Oceana, Va., control zone.* Within a 5-mile radius of the Oceana Virginia Naval Auxiliary Air Station excluding the portion overlapping restricted areas.

§ 601.2293 *Chicago, Ill., control zone.* Within a 5-mile radius of the Chicago O'Hare International Airport extending 2 miles either side of the O'Hare ILS localizer course to a point 10 miles northwest of the O'Hare outer marker.

§ 601.2294 *Nantucket, Mass., control zone.* Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the 45° True radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2295 *Camp Springs, Md., control zone.* Within a 5-mile radius of Andrews AFB, and within 2½ miles either side of the north course of the Andrews AFB RR extending from the RR to the 5-mile radius zone, excluding the portion bounded on the northeast by a line 1¼ miles northeast of and parallel to the NW/SE Runway of Hyde Field, Clinton, Md., and bounded on the northwest and southeast by lines 1¼ miles northwest of and southeast of and parallel to the runway ends, and excluding the portion which overlaps the Washington National Airport control zone.

§ 601.2296 *Valparaiso, Fla., control zone.* Within a 5-mile radius of Eglin Air Force Base and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB nondirectional radio beacon to a point 2 miles south of the nondirectional radio beacon.

§ 601.2297 *Jackson, Mich., control zone.* Within a 5-mile radius of Reynolds Airport, Jackson, Mich., extending 2 miles either side of a line bearing 313° True from the Jackson, Mich., non-directional radio beacon to a point 10 miles northwest.

§ 601.2298 *Omaha, Nebr., control zone.* Within a 5-mile radius of Offutt AFB and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., nondirectional radio beacon extending from the Offutt AFB to a point 10 miles southwest of Offutt AFB and within 2 miles either side of the 72° True and 252° True radials of the Omaha omnirange extending from the Offutt AFB 5-mile radius zone to a point 2 miles northeast of the omnirange station.

§ 601.2299 *Limestone, Maine, control zone.* That airspace over United States territory within a 6-mile radius of Loring Air Force Base, Limestone, Maine, within 2 miles either side of a direct line extending between the Loring Air Force Base, and the Loring AFB omnirange station, and within 2 miles either side of a direct line extending between the Loring AFB nondirectional radio beacon and the Presque Isle, Maine, radio range station excluding the portion which overlaps the Presque Isle control zone.

§ 601.2300 *Upolu Point, Hawaii, T. H., control zone.* Within a 5-mile radius of the Upolu Point Airport and within 2 miles either side of the 261° True radial of the Upolu Point omnirange extending from the omnirange station to a point 10 miles west.

§ 601.2301 *Waco, Tex., control zone.* Within a 5-mile radius of Waco Municipal Airport, within a 5-mile radius of James Connally AFB, Waco, Tex., within 2 miles either side of direct lines from James Connally AFB extending northward to the West nondirectional radio beacon and eastward to the Prairie Hill nondirectional radio beacon.

§ 601.2302 *Willow Grove, Pa., control zone.* Within a 5-mile radius of a point located at lat. 40°11'40'', long. 75°06'25'' and within 2 miles either side of the northeast and northwest courses of the Willow Grove (Navy) radio range extending from the radio range station to points 10 miles northeast and northwest.

§ 601.2303 *Great Falls, Mont., control zone.* Within a 5-mile radius of Great Falls International Airport, within a 5-mile radius of Malmstrom Air Force Base, and within 2 miles either side of direct lines extending from the Great Falls ILS outer marker to the Great Falls International Airport and to the Malmstrom Air Force Base.

§ 601.2304 *Binghamton, N. Y., control zone.* Within a 5-mile radius of Broome County Airport, within 2 miles either side of the ILS localizer course extending from the airport to a point 10 miles beyond the outer marker compass locator, and within 2 miles either side of the 66° True and 246° True radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station.

§ 601.2305 *Lawton, Okla., control zone.* Within a 3-mile radius of Lawton Municipal Airport and within 2 miles either side of the 357° True and 177° True radials of the Lawton omnirange extending from the Lawton Municipal Airport to a point 10 miles south of the omnirange station.

§ 601.2306 *Paducah, Ky., control zone.* Within a 5-mile radius of the Paducah Municipal Airport (Barkley Field) and within 2 miles either side of a line bearing 220° True, from the non-directional radio beacon extending from the Paducah Municipal Airport to a point 10 miles southwest.

§ 601.2307 *Brunswick, Maine, control zone.* Within a 5-mile radius of the Brunswick, Maine, Naval Air Station, excluding the portion which overlaps Amber civil airway No. 7, and within 2 miles either side of a line bearing 173° True from the Brunswick NAS non-directional radio beacon extending to a point 10 miles south of the non-directional radio beacon.

§ 601.2308 *Valdosta, Ga., control zone.* All that area within a 10-mile radius of Moody AFB, Valdosta, Ga.

§ 601.2309 *Valdosta, Ga., control zone.* All that area within a 5-mile radius of the Valdosta Municipal Airport, excluding that portion which overlaps the Moody AFB control zone, and within 2 miles either side of the 4° True and 184° True radials of the Valdosta omnirange extending from the 5-mile radius control zone to a point 10 miles southwest of the omnirange station.

§ 601.2310 *Oscoda, Mich., control zone.* Within a 10-mile radius of the Wurtsmith AFB extending 5 miles either side of the ILS localizer course to a point 10 miles southwest of the ILS outer marker compass locator, excluding the portion which overlaps restricted areas.

§ 601.2311 *San Antonio, Tex., control zone.* Within a 5-mile radius of Kelly AFB and within 5 miles either side of a direct line from the Kelly AFB through the Leon nondirectional radio beacon extending from the AFB to a point 2½ miles northwest of the Leon nondirectional radio beacon and within 2 miles either side of a direct line from the Kelly AFB extending through the Kelly VOR to a point 2½ miles north of the VOR.

§ 601.2312 *Columbus, Ind., control zone.* Within a 5-mile radius of Bakalar AFB and within 2 miles either side of a line bearing 44° True from the Bakalar AFB to a point 10 miles northeast excluding the portion which overlaps restricted areas.

§ 601.2313 *Pittsburgh, Pa., control zone.* Within a 5-mile radius of Greater Pittsburgh Airport, and within 2 miles either side of bearings of 90° True and 270° True from the Greater Pittsburgh Airport extending through the River nondirectional radio beacon to a point 10 miles east of the radio beacon and through the Clinton nondirectional radio beacon to a point 10 miles west of the radio beacon.

§ 601.2314 *College Station, Tex., control zone.* Within a 3-mile radius of Easterwood Airport, College Station, Tex., and within 2 miles either side of the 107° and 287° True radials of the College Station omnirange extending to points 12 miles northwest and southeast of the omnirange station.

§ 601.2315 *San Bernardino, Calif., control zone.* Within a 5-mile radius of Norton Air Force Base and within 2¼ miles either side of a line bearing 248° True extending from the Norton AFB to the centerline of the northwest course of the Riverside, Calif., radio range.

§ 601.2316 *Marianna, Fla., control zone.* Within a 5-mile radius of the Marianna Airport and within 2 miles either side of the 130° True radial of the Marianna omnirange extending from the omnirange station to a point 10 miles southeast.

§ 601.2317 *Tuscaloosa, Ala., control zone.* Within a 5-mile radius of the Van De Graaff Airport and within 2 miles either side of the 60° True radial of the Tuscaloosa omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2318 *Myrtle Beach, S. C., control zone.* Within a 5-mile radius of the Myrtle Beach AFB/Municipal Airport and within 2 miles either side of the 47° True radial of the Myrtle Beach omnirange extending from the omnirange station to a point 10 miles northeast, within 2 miles either side of a line bearing 198° True extending from the Myrtle Beach (MYR) nondirectional radio beacon to a point 10 miles southwest and within 2 miles either side of a line extending from the Myrtle Beach AFB/Municipal Airport to the Conway (MTL) nondirectional radio beacon.

§ 601.2319 *Malden, Mo., control zone.* Within a 5-mile radius of the Malden Airport and within 2 miles either side of the 300° and 120° True radials of the Malden omnirange extending from the airport to a point 10 miles southeast of the omnirange station.

§ 601.2320 *Midland, Tex., control zone.* Within a 5-mile radius of Midland Air Terminal, within 2 miles on the southeast side and 4 miles on the northwest side of the southwest course of the Midland ILS localizer extending from the localizer to a point 15 miles southwest, and within 2 miles either side of the 011.5° True radial of the Midland omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2321 *Oxnard, Calif., control zone.* Within a 5-mile radius of Oxnard AFB and within 2 miles on the north side and 5 miles on the south side of a line bearing 271° True from the center of Oxnard AFB extending from the 5-mile radius control zone to the southwestern boundary of Amber civil airway No. 8.

§ 601.2322 *Fort Worth, Tex., control zone.* Within a 5-mile radius of Amon Carter Field, Fort Worth, Tex., within 2 miles either side of the Amon Carter ILS localizer northwest course extending from the localizer to the Amon Carter ILS outer marker, within 2 miles either side of a 180°-360° True track through the Grand Prairie, Tex., nondirectional radio beacon (located at Lat. 32°44′05″, Long. 97°02′45″) extending from Amon Carter Field to a point 5 miles south of the Grand Prairie nondirectional radio beacon, within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Love Field, Dallas, Tex., extending from Amon Carter Field to the boundary of the Dallas control zone, and within 3 miles either side of a direct line from the center of Amon Carter Field to the center of Meacham Field, Fort Worth, Tex., extending from Amon Carter Field to the boundary of the Meacham Field control zone.

§ 601.2323 *Grand Prairie, Tex., control zone.* All that airspace surrounding Hensley Field, Grand Prairie, Tex., bounded on the west, north and east by the boundaries of the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the south by a line extending from the southeastern corner of the Amon Carter Field control zone to the southwestern corner of the Dallas control zone.

§ 601.2324 *New Bern, N. C., control zone.* Within a 6-mile radius of Simmons-Nott Airport and within 2 miles either side of a line bearing 265° True extending from the New Bern nondirectional radio beacon to a point 10 miles west of the radio beacon, excluding the portion which overlaps Cherry Point restricted area (R-123), and excluding the airspace above 5,500 feet above mean sea level daily from sunset to sunrise.

§ 601.2325 *Hyannis, Mass., control zone.* Within a 3-mile radius of Barnstable Airport, Hyannis, Mass., and within 2 miles either side of a line bearing 48° True extending from the airport to a point 10 miles northeast, excluding the portion which lies beyond the shoreline.

§ 601.2326 *Martha's Vineyard, Mass., control zone.* Within a 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 040° True extending from the northeast end of Runway No. 24 to a point 10 miles northeast of the nondirectional radio beacon.

§ 601.2327 *Baton Rouge, La., control zone.* Within a 5-mile radius of Ryan Airport, within a 3-mile radius of Downtown Airport, within 2 miles either side of the northwest course of the Baton Rouge radio range extending from the radio range station to a point 10 miles northwest, within 2 miles either side of a 314°-134° True track through the Baton Rouge ILS outer marker compass locator extending from the Ryan Airport control zone to a point 10 miles northwest of the outer marker compass locator, and within 2 miles either side of the 72°-252° True radials of the Baton Rouge omnirange extending from the Ryan Airport control zone to a point 10 miles southwest of the omnirange station.

§ 601.2328 *Manchester, N. H., control zone.* Within a 5-mile radius of Grenier Air Force Base and within 2 miles either side of lines bearing 337° True and 157° True from the Manchester nondirectional radio beacon extending from the 5-mile radius zone to a point 10 miles southeast of the nondirectional radio beacon.

§ 601.2329 *Gage, Okla., control zone.* Within a 5-mile radius of Gage Airport and within 2 miles either side of the 299°–119° True radials of the Gage omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2330 *Alexandria, La., control zone.* Within a 5-mile radius of Alexandria AFB, within 2 miles either side of the northwest and southeast courses of the Alexandria radio range extending from the AFB control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 156°–336° True radials of the Alexandria omnirange extending from the AFB control zone to a point 10 miles southeast of the omnirange station.

§ 601.2331 *Lake Charles, La., control zone.* Within a 5-mile radius of Chennault AFB, Lake Charles, La., within 2 miles either side of the 180° bearing extending from the Lake Charles RBN to a point 10 miles south, and within 2 miles either side of the 334° and 154° radials of the Lake Charles VOR extending to a point 10 miles southeast of the VOR and to a point 10 miles northwest of the Gillis RBN.

§ 601.2332 *Beaumont, Tex., control zone.* Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., within 2 miles either side of the north course of the Beaumont radio range extending from the radio range station to a point 10 miles north, within 2 miles either side of the 64° True and 244° True radials of the Beaumont omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the Beaumont ILS localizer northwest course extending from the 5-mile radius zone to a point 10 miles northwest of the airport.

§ 601.2333 *Palacios, Tex., control zone.* Within a 3-mile radius of Palacios Airport and within 2 miles either side of the 305°–125° True radials of the Palacios omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2334 *Alice, Tex., control zone.* Within a 5-mile radius of Alice Airport and within 2 miles either side of the west course of the Alice radio range extending from the radio range station to a point 10 miles west.

§ 601.2335 *Eau Claire, Wis., control zone.* Within a 5-mile radius of the Eau Claire, Wis., Airport and within 2 miles either side of the 04° True radial of the Eau Claire omnirange extending from the omnirange station to a point 10 miles north.

§ 601.2336 *Green Bay, Wis., control zone.* Within a 5-mile radius of the Austin Straubel Airport, Green Bay, Wis., and within 2 miles either side of the 322° True radial of the Green Bay omnirange extending from the airport control zone to a point 10 miles northwest of the omnirange station.

§ 601.2337 *Wausau, Wis., control zone.* Within a 5-mile radius of Wausau Municipal Airport, Wausau, Wis., and within 2 miles either side of the 166°–346° True radials of the Wausau omnirange extending from the airport control zone to a point 10 miles southeast of the omnirange station.

§ 601.2338 *Phoenix, Ariz., control zone.* Within a 5-mile radius of Sky Harbor Municipal Airport, Phoenix, Ariz., and within 2 miles either side of the east course of the Phoenix radio range extending from the radio range station to a point 10 miles east.

§ 601.2339 *Douglas, Ariz., control zone.* Within a 5-mile radius of the Douglas-Bisbee International Airport and within 2 miles either side of the 311° True radial of the Douglas omnirange extending from the omnirange station to a point 10 miles northwest.

§ 601.2340 *Sanford, Fla., control zone.* Within a 5-mile radius of the Naval Auxiliary Air Station, Sanford, Fla., within 2 miles either side of a 270° True bearing extending from the Sanford Navy nondirectional radio beacon to a point 10 miles west, and within 2 miles either side of a 190° True bearing extending from the Sanford Navy nondirectional radio beacon to the Orlando, Fla., control zone.

§ 601.2341 *Utica, N. Y., control zone.* Within a 5-mile radius of Oneida County Airport and within 2 miles either side of the ILS localizer course extending from the airport to the Utica nondirectional radio beacon, excluding the portion which overlaps the Griffis AFB control zone.

§ 601.2342 *Ardmore, Okla., control zone.* Within a 5-mile radius of Ardmore Air Force Base, within 2 miles either side of the 54° True radial of the Ardmore omnirange extending from the omnirange station to the Ardmore AFB control zone, and within 2 miles either side of a direct line extending from the Ardmore AFB to the Mannsville, Okla., nondirectional radio beacon.

§ 601.2343 *Pine Bluff, Ark., control zone.* Within a 3-mile radius of Grider Field, within 2 miles either side of a line bearing 177° True extending from the Pine Bluff nondirectional radio beacon to a point 5 miles south, and within 2 miles either side of the 186° True and 006° True radials of the Pine Bluff omnirange extending from Grider Field to a point 5 miles north of the omnirange station.

§ 601.2344 *Gulfport, Miss., control zone.* The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi, Miss., control zone, shall be designated a control zone during the period beginning at 0001 c. s. t., June 1 to 2400 c. s. t., September 15, 1958, and annually thereafter.

§ 601.2345 *Calverton, N. Y., control zone.* Within a 5-mile radius of Grumman-Peconic River Airport and within 2 miles either side of the 86° True radial of the Riverhead omnirange extending from the omnirange station to the 5-mile radius zone, excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

§ 601.2346 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Anderson Air Force Base, centered at Lat. 13°35′00″ N., Long. 144°55′00″ E.

§ 601.2347 *Guam Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at Lat. 13°29′00″ N., Long. 144°47′00″ E.

§ 601.2348 *Midway Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at Lat. 28°12′00″ N., Long. 177°22′00″ W.

§ 601.2349 *Kwajalein Island control zone.* All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at Lat. 8°45′00″ N., Long. 167°45′00″ E.

§ 601.2350 *Childress, Tex., control zone.* Within a 3-mile radius of Childress Airport and within 2 miles either side of the 02° and 182° True radials of the Childress omnirange extending from the 3-mile radius zone to a point 10 miles south of the omnirange station.

§ 601.2351 *Cotulla, Tex., control zone.* Within a 3-mile radius of Cotulla Airport, within 2 miles either side of a line bearing 320° True extending from the Cotulla nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 265° True and 85° True radials of the Cotulla omnirange extending from the 3-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2352 *Dalhart, Tex., control zone.* Within a 3-mile radius of Dalhart Municipal Airport, within 2 miles either side of a line bearing 132° True extending from the Dalhart nondirectional radio beacon to a point 10 miles southeast and within 2 miles either side of the 184° and 04° True radials of the Dalhart omnirange extending from the airport to a point 10 miles north of the omnirange station.

§ 601.2353 *Lufkin, Tex., control zone.* Within a 3-mile radius of Angelina Airport, Lufkin, Tex., within 2 miles either side of a line bearing 157° True extending from the airport to a point 14 miles southeast, and within 2 miles either side of a line bearing 304° True extending from the Lufkin nondirectional radio beacon to a point 10 miles northwest.

§ 601.2354 *Texarkana, Ark., control zone.* Within a 5-mile radius of the Texarkana Municipal Airport, within 2 miles either side of the 129° True and 309° True radials of the Texarkana omnirange extending from the 5-mile radius zone to a point 10 miles northwest of the omnirange station, and within 2 miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 miles north.

§ 601.2355 *Walnut Ridge, Ark., control zone.* Within a 3-mile radius of Walnut Ridge Airport and within 2 miles either side of the 244° True radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2356 *Hobart, Okla, control zone.* Within a 3-mile radius of Hobart Airport and within 2 miles either side of a line bearing 183° True extending from the airport to a point 12 miles south.

§ 601.2357 *Brunswick, Ga., control zone.* Within a 5-mile radius of NAAS Glynco, Brunswick, Ga., and within 2 miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga.

§ 601.2358 *Clovis, N. Mex., control zone.* Within a 5-mile radius of the Cannon Air Force Base and within 2 miles either side of a line bearing 222° True extending from the Air Force Base to a point 7½ miles southwest of the Air Force Base.

§ 601.2359 *McComb, Miss., control zone.* Within a 5-mile radius of the McComb Pike County Airport, within 2 miles either side of a 206° True bearing extending from the McComb RBN to a point 10 miles southwest, and within 2 miles either side of the McComb VOR 074° and 254° radials extending from the 5-mile radius zone to a point 10 miles east of the VOR.

§ 601.2360 *South Weymouth, Mass., control zone.* Within a 4-mile radius of the South Weymouth Naval Air Station and within 1½ miles east of and 2½ miles west of and parallel to a line bearing 155° True extending from the Naval Air Station to a point 10 miles southeast of the South Weymouth nondirectional radio beacon.

§ 601.2361 *Grosse Ile, Mich., control zone.* That airspace over United States territory within a 3-mile radius of the Grosse Ile Naval Air Station and within 2 miles either side of lines bearing 209° True and 29° True from the Grosse Ile nondirectional radio beacon extending from a point 10 miles southwest of the nondirectional radio beacon to the three-mile radius zone.

§ 601.2362 *Merced, Calif., control zone.* Within a 5-mile radius of Castle Air Force Base, Merced, Calif., including the airspace within that portion of a circle of a 16-mile radius centered on Castle AFB bounded on the northeast by a line 2 miles northeast of and parallel to a line drawn from the AFB through the Castle AFB omnirange station and bounded on the west by a line 2 miles west of and parallel to a line drawn from the AFB through the Bear Creek nondirectional radio beacon.

§ 601.2363 *Elizabeth City, N. C., control zone.* Within a 3-mile radius of CGAS Elizabeth City, N. C., and within 2 miles either side of the southeast course of the Weeksville, N. C., Navy radio range extending to a point 8 miles southeast of the radio range station.

§ 601.2364 *Hopkinsville, Ky., control zone.* Within a 5-mile radius of Campbell AFB, Hopkinsville, Ky., within 2 miles either side of the 224° True and 44° True radials of the Campbell AFB omnirange extending from the five-mile radius zone to a point 10 miles northeast of the omnirange station, and within 2 miles either side of a 224° True bearing extending from the five-mile radius zone through the Campbell AFB nondirectional radio beacon to a point 10 miles southwest of the nondirectional radio beacon, excluding the portions which overlap Campbell restricted area R-63.

§ 601.2365 *Salem, Oreg., control zone.* Within a 3-mile radius of McNary Airport and within 2 miles either side of a line bearing 150° True extending from the airport to a point 5 miles southeast.

§ 601.2366 *Riverside, Calif., control zone.* Within a 5-mile radius of March AFB and within 2 miles either side of a line extending from March AFB through the Riverside omnirange station to a point 5 miles southeast of the omnirange station.

§ 601.2367 *Fort Bragg, N. C., control zone.* Within a 5-mile radius of Pope Air Force Base, Fort Bragg, N. C., and within 2 miles either side of the 227° True and 47° True radials of the Pope AFB omnirange extending from the 5-mile radius zone to a point 9 miles northeast of the omnirange station. The portion of this control zone which overlaps Restricted area R-115 is excluded.

§ 601.2368 *Sault Ste. Marie, Mich., control zone.* That airspace over United States territory within a 5-mile radius of the Sault Ste. Marie Airport, within 2 miles either side of the southeast course of the radio range extending to a point 12 miles southeast of the radio range station and within 2 miles either side of the 146° and 326° True radials of the omnirange extending to a point 12 miles southeast of the omnirange station.

§ 601.2369 *Sacramento, Calif., control zone.* Within a 5-mile radius of Mather Air Force Base, Sacramento, Calif., and within 2 miles either side of a line extending from the Mather AFB to the Mather nondirectional radio beacon.

§ 601.2371 *Plattsburg, N. Y., control zone.* Within a 5-mile radius of Plattsburg Air Force Base, within 2 miles either side of a line bearing 335° True extending from the Air Force Base to a point 14 miles northwest, and within 2 miles either side of the 195° and 15° True radials of the Plattsburg omnirange extending from the Plattsburg AFB to a point 5 miles northeast of the omnirange station excluding the portion which overlaps the Burlington, Vt., control zone.

§ 601.2372 *Asheville, N. C., control zone.* Within a 5-mile radius of the Asheville-Hendersonville Airport and within 2 miles either side of the 279° True radial of the Asheville omnirange extending from the omnirange station to the airport 5-mile radius zone.

§ 601.2373 *Atlanta, Ga., control zone.* Within a 5-mile radius of the Naval Air Station, Atlanta, Ga., and within 2 miles either side of the 243° True radial of the Norcross, Ga., omnirange extending from the NAS five mile radius zone to the Norcross omnirange station.

§ 601.2374 *Billings, Mont., control zone.* Within a 5-mile radius of Logan Field, Billings, Mont., and within 2 miles either side of a line bearing 293° True extending from the airport to a point 9.6 miles northwest.

§ 601.2375 *Islip, N. Y., control zone.* Within a 5-mile radius of MacArthur Airport and within 2 miles either side of the Islip ILS localizer front course extending from the localizer to its intersection with the southeast course of the Mitchel AFB radio range.

§ 601.2376 *Little Rock, Ark., control zone.* Within a 5-mile radius of the Little Rock Air Force Base and within 2 miles either side of the centerline of the Little Rock AFB northeast-southwest runway to a point 19 miles northeast of the runway end.

§ 601.2377 *Shreveport, La., control zone.* Within a 5-mile radius of Greater Shreveport Municipal Airport and within 2 miles either side of the Greater Shreveport ILS localizer front and back courses extending from the localizer to a point 15 miles southeast of the localizer and to a point 5 miles northwest of the ILS outer marker compass locater.

§ 601.2378 *Peru, Ind., control zone.* Within a 5-mile radius of Bunker Hill Air Force Base, and within 2 miles either side of the extended centerline of the Bunker Hill AFB northeast-southwest runway extending to a point 9 miles southwest of the end of the runway.

§ 601.2379 *Beaufort, S. C., control zone.* Within a 5-mile radius of the MCAAS Beaufort, S. C., within 2 miles either side of a line bearing 43° True extending from the airport to a point 16 miles northeast and within 2 miles either side of a line bearing 137° True extending from the airport southeastward to warning area W-132.

§ 601.2380 *Altus, Okla., control zone.* Within a 5 mile radius of Altus Air Force Base and within 2 miles either side of lines bearing 180° and 360° True extending from the Air Force Base to points 10 miles north and south.

§ 601.2381 *Homestead, Fla., control zone.* Within a 5-mile radius of the Homestead Air Force Base and within 2 miles either side of the centerline of the northeast-southwest runway extending from the runway end to a point 10 miles radius control zone to the Gainesville nondirectional radio beacon.

§ 601.2382 *Huntsville, Ala., control zone.* Within a 6-mile radius of the Huntsville Municipal Airport excluding the portion which overlaps the Redstone Arsenal restricted area (R-112).

§ 601.2383 *Memphis, Tenn., control zone.* Within a 5-mile radius of the Memphis Naval Air Station and within 2 miles either side of the southwest and northeast courses of the Memphis NAS radio range extending from the 5-mile radius control zone to the Gainesville nondirectional radio beacon.

§ 601.2384 *Blytheville, Ark., control zone.* Within a 5-mile radius of the Blytheville Air Force Base and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles north of the Blytheville nondirectional radio beacon.

§ 601.2385 *Mojave, Calif., control zone.* Within a 5-mile radius of MCAAS, Mojave, Calif., excluding the airspace above 20,000 feet above mean sea level and excluding the airspace which overlaps restricted areas (R-279) and (R-306).

§ 601.2386 *Mountain Home, Idaho, control zone.* Within a 5-mile radius of the Mountain Home Air Force Base and within 2 miles either side of lines bearing 136° True and 316° True extending from the Air Force Base to points 8 miles northwest and southeast.

§ 601.2387 *San Antonio, Tex., control zone.* That airspace lying 1 mile west of and 3 miles east of and parallel to lines bearing 001° True and 181° True from a point centered on Brooks Air Force Base north-south runway at latitude 29°20′30″, longitude 98°26′00″, extending from this point to points 4½ miles north and south.

§ 601.2388 *Miramar, Calif., control zone.* Within a 5-mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone.

§ 601.2389 *Portsmouth, N. H., control zone.* Within a 5-mile radius of the Pease Air Force Base, Portsmouth, N. H., and within 2 miles either side of a line bearing 144° True from the Air Force Base extending to a point 10 miles southeast of the ILS outer marker.

§ 601.2390 *North, S. C., control zone.* Within an 8-mile radius of North AF (AUX) Field, North, S. C., and within 2 miles either side of a line bearing 233° True extending from the airfield to a point 10 miles southwest.

§ 601.2391 *Kaneohe, Oahu, T. H., control zone.* That airspace from the surface to 5,000 feet within a radius of 3 miles centered on the Marine Corps Air Station, Kaneohe Bay, (latitude 21°27′30″ N., longitude 157°46′30″ W.), and within 2 miles either side of a line bearing 11° True extending from the MCAS to a point 16 miles north.

§ 601.2392 *Elmira, N. Y., control zone.* Within a 5-mile radius of Chemung County Airport, within 2 miles either side of the 55° True and 235° True radials of the Elmira omnirange extending from the five mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southwest course of the Elmira radio range extending from the radio range station to a point 10 miles southwest.

§ 601.2393 *Watertown, N. Y., control zone.* Within a 5-mile radius of Watertown Airport and within 2 miles either side of the 215° True radial of the Watertown omnirange extending from the omnirange station to a point 10 miles southwest.

§ 601.2394 *Niagara Falls, N. Y., control zone.* Within a 5-mile radius of the Niagara Falls Municipal Airport and within 2 miles either side of the ILS localizer east course extending from the localizer to a point 10 miles east of the outer marker.

§ 601.2396 *Everett, Wash., control zone.* Within a 5-mile radius of Paine Air Force Base and within 2 miles either side of a direct line extending from the Paine AFB to the Paine AFB nondirectional radio beacon.

§ 601.2397 *Schenectady, N. Y., control zone.* Within a 5-mile radius of Schenectady County Airport and within 2 miles either side of a direct line extending between the Schenectady County Airport and the Albany, N. Y., ILS outer marker.

§ 601.2398 *El Dorado, Ark., control zone.* Within a 5-mile radius of Goodwin Field, El Dorado, Ark., within 2 miles either side of a 317° True bearing extending from the El Dorado nondirectional radio beacon to a point 10 miles northwest, and within 2 miles either side of the 37° True radial of the El Dorado omnirange extending from the omnirange station to a point 10 miles northeast.

§ 601.2399 *Del Rio, Tex., control zone.* Within 5 miles radius of Laughlin Air Force Base, Del Rio, Tex., and within 2 miles either side of a line extending from the center of the Air Force Base northwestward to the Laughlin AFB nondirectional radio beacon.

§ 601.2400 *La Grange, Ga., control zone.* Within a 5-mile radius of Callaway Airport, La Grange, Ga., and within 2 miles either side of the 110° True and 290° True radials of the La Grange omnirange extending from the 5-mile radius zone to a point 5 miles west of the omnirange station.

§ 601.2401 *Findlay, Ohio, control zone.* Within a 5-mile radius of the Findlay Airport, within 2 miles either side of a line bearing 178° True extending from the Findlay nondirectional radio beacon to a point 10 miles south of the nondirectional radio beacon, and within 2 miles either side of a line bearing 218° True extending from the Findlay nondirectional radio beacon to a point 10 miles southwest of the Findlay omnirange station.

§ 601.2402 *Hickory, N. C., control zone.* Within a 5-mile radius of the Hickory Airport and within 2 miles either side of the 223° True and 043° True radials of the Hickory omnirange extending from the 5-mile radius zone to a point 5 miles northeast of the omnirange station.

§ 601.2403 *Fort Rucker, Ala., control zone.* Within a 5-mile radius of Ozark AAF, Fort Rucker, Ala., and within 2 miles either side of the extended centerline of Ozark AAF Runway 6/24 extending to a point 15 miles southwest of the end of the runway, excluding the portion which overlaps restricted area (R-156) and excluding the portion above 19,000 feet MSL between sunset and sunrise which lies beneath and which conflicts with restricted area (R-336).

§ 601.2404 *Harlingen, Tex., control zone.* Within a 5-mile radius of the Harlingen Air Force Base and within 2 miles either side of lines bearing 179° True and 359° True from the Harlingen AFB nondirectional radio beacon extending from the 5-mile radius zone to a point 5 miles north of the nondirectional radio beacon.

§ 601.2405 *Junction, Tex., control zone.* Within a 5-mile radius of Kimble County Airport, Junction, Tex., and within 2 miles either side of the 150° True radial of the Junction omnirange extending from the 5-mile radius zone to the omnirange station.

§ 601.2406 *Rocky Mount, N. C., control zone.* Within a 5-mile radius of the Rocky Mount Airport and within 2 miles either side of the 263° True and 083° True radials of the Rocky Mount omnirange extending from the 5-mile radius zone to a point 10 miles east of the omnirange station.

§ 601.2407 *Alpena, Mich., control zone.* The airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich., and within 2 miles either side of lines bearing 005° True and 185° True from the Alpena (APN) nondirectional radio beacon extending from the 5-mile radius zone to a point 5 miles north of the nondirectional radio beacon shall be designated a control zone during the period beginning at 0001 e. s. t., June 1 to 0001 e. s. t., September 1, 1958, and annually thereafter.

§ 601.2408 *Camp Douglas, Wis., control zone.* The airspace within a 5-mile radius of Volk Field, Camp Douglas, Wis., and within 2 miles either side of lines bearing 90° True and 270° True from the Volk Field (CWM) nondirectional radio beacon extending from the 5-mile radius zone to a point 12 miles east of the nondirectional radio beacon shall be designated a control zone during the period beginning at 0001 c. s. t., June 1 to 0001 c. s. t., September 1, 1958, and annually thereafter.

§ 601.2409 *Goldsboro, N. C., control zone.* Within a 5-mile radius of Seymour-Johnson Air Force Base, Goldsboro, N. C., and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles southwest of the AFB nondirectional radio beacon.

§ 601.2410 *Pocatello, Idaho, control zone.* Within a 5-mile radius of Pocatello Municipal Airport, Pocatello, Idaho, within 2 miles either side of the west course of the Pocatello radio range extending from the radio range station to a point 10 miles west, and within 2 miles either side of a line bearing 45° True from Phillips Airport extending to a point 10 miles northeast of the airport.

§ 601.2411 *Clinton, Okla., control zone.* Within a 7-mile radius of Clinton-Sherman AFB, Clinton, Okla., and within 2 miles either side of the extended centerline of Runway 17/35 extending from the Air Force Base to points 9 miles north and south of the Air Force Base.

§ 601.2412 *Mineral Wells, Tex., control zone.* The airspace beginning at a point at latitude 32°47'40'', longitude 97°58'30'' on Highway 180, extending clockwise along the arc of a 5 mile radius circle centered on the Mineral Wells Airport to a line 2 miles northeast of and parallel to the 319° True radial of the Mineral Wells omnirange, thence southeastward along this parallel line to and including a 3-mile radius of the Mineral Wells Airport thence clockwise to a point at latitude 32°47'40'', thence east along this latitude to point of beginning; within 2 miles either side of the 319° True and 139° True radials of the Mineral Wells omnirange extending from the 5-mile radius zone to a point 10 miles southeast of the omnirange station.

§ 601.2413 *Hoquiam, Wash., control zone.* Within a 3-mile radius of Bowerman Airport, Hoquiam, Wash., excluding the portion above 14,500 feet MSL.

§ 601.2414 *Chandler, Ariz., control zone.* Within a 5-mile radius of Williams Air Force Base, Chandler, Ariz., and within 2 miles either side of a line bearing 115° True extending from the Air Force Base to the Chandler AFB nondirectional radio beacon.

§ 601.2415 *San Jose, Calif., control zone.* Within a 3½-mile radius of the San Jose Municipal Airport, excluding the portion which overlaps the Mountain View, Calif., Moffett NAS control zone.

§ 601.2416 *Sherman, Tex., control zone.* Within a 5-mile radius of Perrin Air Force Base, Sherman, Tex., within 2 miles either side of the 002° True and 179° True radials of the Perrin AFB terminal omnirange extending from the TVOR to points 10 miles north and south.

§ 601.2417 *Atlanta, Ga., control zone.* Within a 3-mile radius of the Atlanta Army General Depot (latitude 33°37'39'', longitude 84°20'04''), excluding the portion which overlaps the Atlanta Municipal Airport control zone.

§ 601.2418 *Chicago, Ill., control zone.* Within a 3-mile radius of Meigs Airport, Chicago, Ill., excluding the area lying west of longitude 870°38'00''.

§ 601.2419 *Wilkes-Barre, Pa., control zone.* Within a 5-mile radius of the Wilkes-Barre-Scranton Airport and within 2 miles either side of the extended centerline of Runway 4 extending to the Crystal Lake, Pa., non-directional radio beacon.

§ 601.2420 *Santa Monica, Calif., control zone.* Within the circumference of a 3-mile radius circle centered on the Santa Monica Municipal Airport excluding the portion subtended by a chord drawn between the points of intersection of this circumference with the circumference of the Los Angeles, Calif., control zone (§ 601.2179).

§ 601.2421 *Bradford, Pa., control zone.* Within a 5-mile radius of the Bradford-McKean County Airport and within 2 miles either side of a 134° True bearing extending from the airport to a point 10 miles southeast of the Bradford nondirectional beacon.

§ 601.2422 *Farmington, N. Mex., control zone.* Within a 5-mile radius of the Farmington Airport and within 2 miles either side of the 266° True radial of the Farmington omnirange extending from the omnirange station to the 5-mile radius zone.

§ 601.2423 *Killeen, Tex., control zone.* Within a 5-mile radius of Gray Air Force Base, Killeen, Tex., and within 2 miles either side of the extended centerline of runway 15/33 extending to points 8 miles southeast and northwest of the airport.

§ 601.2425 *Wichita, Kans., control zone.* Within a 7-mile radius of the McConnell Air Force Base, Wichita, Kans., and within 2 miles either side of a 192° True bearing through the Wichita AFB nondirectional radio beacon extending from the 7-mile radius zone to a point 12 miles south of the nondirectional radio beacon. The portion of this control zone which overlaps the Wichita control zone (§ 601.2080) is excluded.

§ 601.2426 *Lynchburg, Va., control zone.* Within a 5-mile radius of Preston Glenn Airport, Lynchburg, Va., within 2 miles either side of the 21° and 201° True radials of the Lynchburg omnirange extending from the 5-mile radius zone to a point 10 miles southwest of the omnirange station, and within 2 miles either side of the southeast course of the Lynchburg radio range extending from the radio range station to a point 10 miles southeast of the Oak Grove fan marker.

§ 601.2428 *Butler, Mo., control zone.* Within a 3-mile radius centered on the Butler Airport and within 2 miles either side of the 083° and 263° True radials of the Butler omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2429 *Vandalia, Ill., control zone.* Within a 3-mile radius centered on Vandalia Airport and within 2 miles either side of the 003° and 183° True radials of the Vandalia omnirange extending from the 3-mile radius zone to points 12 miles north and 20 miles south of the omnirange station.

§ 601.2430 *Emporia, Kans., control zone.* Within a 3-mile radius centered on the Emporia Airport and within 2 miles either side of the 134° True radial of the Emporia omnirange extending from the 3-mile radius zone to a point 12 miles southeast of the omnirange station.

§ 601.2431 *Russell, Kans., control zone.* Within a 3-mile radius centered on Russell Airport and within 2 miles either side of the 007° True radial of the Russell omnirange extending from the 3-mile radius zone to a point 12 miles north of the omnirange station.

§ 601.2432 *Lamoni, Iowa, control zone.* Within a 3-mile radius centered on Lamoni Airport and within 2 miles either side of the 166° True radial of the Lamoni omnirange extending from the 3-mile radius zone to a point 12 miles south of the omnirange station.

§ 601.2433 *Philip, S. Dak., control zone.* Within a 3-mile radius centered on Philip Airport and within 2 miles either side of the 278° True radial of the Philip omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2434 *Sidney, Nebr., control zone.* Within a 3-mile radius centered on Sidney Airport and within 2 miles either side of the 079° and 259° True radials of the Sidney omnirange extending from the 3-mile radius zone to a point 12 miles west of the omnirange station.

§ 601.2435 *Moses Lake, Wash., control zone.* Within a 5-mile radius of Larson AFB and within 2 miles west of and 1½ miles east of a line bearing 161° True extending from Larson AFB to the Moses Lake nondirectional radio beacon.

§ 601.2436 *New Orleans, La., control zone.* Within a 5-mile radius of a point centered on Alvin Callender NAS, and within 2 miles either side of a 226° True bearing extending from this point to a point 13 nautical miles southwest.

§ 601.2437 *London, Ky., control zone.* Within a 3-mile radius of London Airport and within 2 miles either side of the 27° and 207° True radials of the London omnirange extending from the 3-mile radius zone to a point 10 miles southwest of the omnirange station.

§ 601.2438 *Greenville, Miss., control zone.* Within a 5-mile radius of Greenville AFB and within 2 miles either side of a direct line extending from the AFB to the ILS outer marker.

§ 601.2439 *Santa Maria, Calif., control zone.* Within a 5-mile radius of Santa Maria Airport excluding the portion which lies within Camp Cooke Restricted Area (R-531).

§ 601.2440 *Seattle, Wash., control zone (Seattle-Tacoma International Airport).* The airspace bounded by a line beginning at a point at latitude 47°29'20'', longitude 122°13'50'', thence extending south to a point at latitude 47°28'20'', longitude 122°13'50'', thence southeast to a point at latitude 47°27'00'', longitude 122°11'50'', thence clockwise along the circumference of a circle 5 miles in radius and centered on the Seattle-Tacoma International Airport to a point at latitude 47°29'20'', longitude 122°23'10'' thence east to point of beginning.

§ 601.2441 *Seattle, Wash., control zone. (Boeing Airport).* The airspace bounded by a line beginning at a point at latitude 47°31'55'', longitude 122°11'40'', thence extending southwest to a point at latitude 47°30'45'', longitude 122°13'50'', thence south to a point at latitude 47°29'20'', longitude 122°13'50'', thence west to a point at latitude 47°29'20'', longitude 122°23'10'' thence clockwise along the circumference of a circle 5 miles in radius and centered on the Boeing Airport, Seattle, Wash., to the point of beginning.

§ 601.2442 *Renton, Wash., control zone. (Renton Airport).* The airspace bounded by a line beginning at a point at latitude 47°31'55'', longitude 122°11'

40″ thence clockwise via the circumference of a circle 3 miles in radius centered on Renton Airport to a point at latitude 47°27′00″, longitude 122°11′50″, thence extending northwest to a point at latitude 47°28′20″, longitude 122°13′50″, thence north to a point at latitude 47°30′45″, longitude 122°13′50″ thence northeast to point of beginning.

§ 601.2443 *Fayetteville, N. C., control zone.* Within a 5-mile radius of the Grannis Airport, Fayetteville, N. C., and within 2 miles either side of a 211° True bearing extending from the Fayetteville RBN to a point 10 miles southwest.

§ 601.2444 *Gulfport, Miss., control zone.* The airspace within a 3-mile radius of the Gulfport Municipal Airport and within 3 miles either side of a direct line extending from the Gulfport Municipal Airport to the Keesler Air Force Base, Biloxi, Miss., excluding the portion which overlaps the Biloxi, Miss., control zone (601.2132). This control zone shall be effective from 0001 c. s. t. November 26, 1958, to 2400 c. s. t. December 31, 1958.

SUBPART E—COLORED CIVIL AIRWAY REPORTING POINTS

DESIGNATION OF REPORTING POINTS

§ 601.4001 *Designation of reporting points.* The locations described in Subpart E and Subpart G are designated as reporting points.

GREEN CIVIL AIRWAYS

§ 601.4011 *Green civil airway No. 1 (Patricia Bay, British Columbia, to United States-Canadian Border via Millinocket, Maine).* Millinocket, Maine, radio range station.

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Mullan Pass, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon; Billings, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; the intersection of the southeast course of the La Crosse, Wis., radio range and the west course of the Madison, Wis., radio range; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; Syracuse, N. Y., radio range station; Albany, N. Y., radio range station; Boston, Mass., radio range station.

§ 601.4013 *Green civil airway No. 3 (Oakland, Calif., to New York, N. Y.).* Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station; Sacramento, Calif., radio range station, Reno, Nev., radio range station; Lovelock, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Cheyenne, Wyo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Chicago, Ill., radio range and the east course of the Joliet, Ill., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., nondirectional radio marker beacon; Philipsburg, Pa., radio range station; Selinsgrove, Pa., nondirectional radio beacon; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the Newark, N. J., radio range; New York (La Guardia), N. Y., radio range station.

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* The intersection of the southwest course of the Newhall, Calif., radio range and the northwest course of the Burbank, Calif., radio range; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Forbes AFB, Kans., radio range; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° True from the Tipp City, Ohio, nondirectional radio beacon; Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon; Pittsburgh, Pa., radio range station; New Alexandria, Pa., nondirectional radio beacon; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; Cochise, Ariz., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Pine Bluff, Ark., nondirectional radiobeacon; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., nondirectional radio beacon; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Quantico, Va. (Navy) radio range station; Andrews, Md., radio range station; the intersection of the south course of the New Castle, Del., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southeast course of the McGuire AFB, N. J., radio range; Peconic, Long Island, N. Y., radio range station; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4016 *Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.).* Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., nondirectional radio beacon; Lafayette, La., nondirectional radio beacon; New Orleans, La.; radio range station; Keesler AFB, Biloxi, Miss., radio range station; Mobile, Ala., nondirectional radio beacon; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* Moses Point, Alaska, radio range station; the intersection of the east course of the

Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range; the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range; the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range; Fairbanks, Alaska, radio range station.

§ 601.4018 *Green civil airway No. 8 (Cold Bay, Alaska, to Northway, Alaska).* King Salmon, Alaska, radio range station; the intersection of the northeast course of the King Salmon, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the southwest course of the Kenai, Alaska, radio range and the west course of the Homer, Alaska, radio range; Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and a line bearing 266° True from the Anchorage, Alaska, radio range station; the intersection of the southeast course of the Skwentna, Alaska, radio range and a line bearing 357° True from the Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Gulkana, Alaska, radio range station; Northway, Alaska, radio range station.

§ 601.4019 *Green civil airway No. 9 (Hawaiian Islands).* The intersection of the south course of the Port Allen, Kauai, T. H., radio range and the west course of the Honolulu, Oahu, T. H., radio range; the intersection of the west course of the Honolulu, Oahu, T. H., radio range and a line bearing 222° True from the Kahuku, Oahu, T. H., nondirectional radio beacon; Honolulu, Oahu, T. H., radio range station; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and a line bearing 007° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and the north course of the Maui, T. H., radio range; the intersection of the northeast course of the Honolulu, Oahu, T. H., radio range and the north course of the Hilo, Hawaii, T. H., radio range.

§ 601.4020 *Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.).* The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho nondirectional radio beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station.

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station; Los Angeles, Calif., nondirectional radio beacon; the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; the intersection of the northwest course of the Fresno, Calif., radio range and the northeast course of the Castle AFB radio range, Merced, Calif.; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; McChord AFB radio range station, Tacoma, Wash.; the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range; Sitka (Biorka Island), Alaska, radio range station; the intersection of the northwest course of the Sitka (Biorka Island), Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Yakataga, Alaska, radio range; the intersection of the east course of the Hinchinbrook, Alaska, radio range and the southeast course of the Cordova, Alaska, radio range; Hinchinbrook, Alaska, radio range station; the intersection of the northwest course of the Hinchinbrook, Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station; Puntilla Lake, Alaska, nondirectional radio beacon; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station; the intersection of the northwest course of the Unalakleet, Alaska, radio range and the south course of the Moses Point, Alaska, radio range; Nome, Alaska, radio range station.

§ 601.4102 *Amber civil airway No. 2 Daggett, Calif., to Point Barrow, Alaska).* Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range; Bettles, Alaska, radio range station.

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* Truth or Consequences, N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; San Antonio, Tex., radio range station; Austin, Tex., nondirectional radio beacon; Waco, Tex., radio range station; intersection of the south course of the Forth Worth, Tex., radio range and a line bearing 255° True from the Dallas, Tex., nondirectional radio beacon; the intersection of the south course of the Oklahoma City, Okla., radio range and a line bearing 259° True from the Ardmore, Okla., nondirectional radio beacon; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* Grand Isle, La., nondirectional radio beacon; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Bowling Green, Ky., radio range station; Lexington, Ky., nondirectional radio beacon.

§ 601.4107 *Amber civil airway No. 7 (Miami, Fla., to United States-Canadian Border).* West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; the intersection of the north course of the Florence, S. C., radio range and the southwest course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; the intersection of the northeast course of the Raleigh, N. C., radio range and the south course of the Blackstone, Va., radio range; the intersection of the southwest course of the Washington, D. C., radio range and the southeast course of the Quantico, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the southeast course of the Chicopee Falls, Mass., radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the southwest course of the Millinocket, Maine, radio range and the northwest course of the Bangor, Maine, radio range; Presque Isle, Maine, radio range station.

§ 601.4108 *Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.).* The intersection of a line bearing 260° True from the Los Angeles, Calif., nondirectional radio beacon and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station; Santa Barbara, Calif., radio range station; the intersection of the southwest course of the Travis AFB, Calif., radio range with a line bearing 296° True from the San Francisco Gap, Calif., nondirectional radio beacon and the 303° True radial of the San Francisco terminal omnirange; the intersection of the southwest course of the Travis AFB, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Travis AFB, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station.

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C., to Norfolk, Va.).* Myrtle Beach, S. C., nondirectional radio beacon; Wilmington, N. C., nondirectional radio beacon; New Bern, N. C., nondirectional radio beacon; the intersection of a line bearing 11° True from the New Bern, N. C., nondirectional radio beacon and the southwest course of the Norfolk, Va., radio range.

§ 601.4110 *Amber civil airway No. 10 (Hawaiian Islands).* Intersection of the south course of the Honolulu, T. H., radio range and the west course of the Hilo, T. H., radio range; the intersection of the south course of the Honolulu, Oahu, T. H., radio range and a line bearing 238° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon.

§ 601.4111 *Amber civil airway No. 11 (Hawaiian Islands).* Intersection of the south course of the Maui, T. H., radio range and the west course of the Hilo, T. H., radio range.

§ 601.4112 *Amber civil airway No. 12 (Hawaiian Islands).* Hilo, T. H., radio range station; the intersection of the southeast course of the Maui, T. H., radio range and the north course of the Hilo, T. H., radio range.

§ 601.4113 *Amber civil airway No. 13 (Hawaiian Islands).* No reporting point designation.

§ 601.4115 *Amber civil airway No. 15 (United States-Canadian Border to Annette Island, Alaska).* No reporting point designation.

RED CIVIL AIRWAYS

§ 601.4202 *Red civil airway No. 2 (Sheridan, Wyo., to Rapid City, S. Dak.).* Rapid City, S. Dak., radio range station.

§ 601.4203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* No reporting point designation.

§ 601.4204 *Red civil airway No. 4 (Las Vegas, N. Mex., to Tucumcari, N. Mex.).* No reporting point designation.

§ 601.4205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* No reporting point designation.

§ 601.4206 *Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.).* Akron, Colo., radio range station; Lincoln, Nebr., radio range station.

§ 601.4207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.)* Greenville, S. C., radio range station; Charlotte, N. C., radio range station.

§ 601.4208 *Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.).* Williamsport, Pa., radio range station; the Crystal Lake, Pa., nondirectional radio beacon; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the Newark, N. J., radio range.

§ 601.4209 *Red civil airway No. 9 (San Diego, Calif., to Casa Grande, Ariz.).* El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station.

§ 601.4210 *Red civil airway No. 10 (Dallas, Tex., to Augusta, Ga.).* Dallas, Tex., nondirectional radio beacon; the intersection of a line bearing 13° True from the Tyler, Tex., nondirectional radio beacon with the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

§ 601.4211 *Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).* Springfield, Mo., radio range station; Vichy, Mo., nondirectional radio beacon.

§ 601.4212 *Red civil airway No. 12 (Chicago, Ill., to Detroit, Mich.).* South Bend, Ind., radio range station; the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range.

§ 601.4213 *Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.).* Westover, Pa., nondirectional radio beacon; Poughkeepsie, N. Y., radio range station; Providence, R. I., radio range station; the intersection of the north course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 601.4214 *Red civil airway No. 14 (Milwaukee, Wis., to Indianapolis, Ind.).* Chicago, Ill., radio range station.

§ 601.4215 *Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.).* No reporting point designation.

§ 601.4216 *Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.).* Albany, Ga., radio range station; Columbia, S. C., radio range station; Lumberton, N. C., nondirectional radio beacon.

§ 601.4217 *Red civil airway No. 17 (Rantoul, Ill. to Baltimore, Md.).* The INT of a line bearing 11° from the Springfield, Va., RBN and the west course of the Baltimore, Md., RR; Baltimore, Md., RR.

§ 601.4218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* Cincinnati, Ohio, radio range station; Huntington, W. Va., nondirectional radio beacon; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

§ 601.4219 *Red civil airway No. 19 (Traverse City, Mich., to Norfolk, Va.).* The Saginaw, Mich., nondirectional radio beacon.

§ 601.4220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northeast course of the Morgantown, W. Va., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the east course of the Martinsburg, W. Va., radio range.

§ 601.4221 *Red civil airway No. 21 (New York, N. Y., to Boston, Mass.).* The intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range; the intersection of the southwest course of the Providence, R. I., radio range and the southwest course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4222 *Red civil airway No. 22 (Mount Clemens, Mich., to Buffalo, N. Y.).* No reporting point designation.

§ 601.4223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* The Houghton, Mich., radio range station; Sault Ste. Marie, Mich., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (La Guardia), N. Y., radio range; the Paterson, N. J., nondirectional radio beacon; the intersection of the east course of the New York (La Guardia), N. Y., radio range and the northeast course of the Mitchel AFB, N. Y., radio range.

§ 601.4224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* No reporting point designation.

§ 601.4225 *Red civil airway No. 25 (United States-Canadian Border to Bangor, Maine).* No reporting point designation.

§ 601.4226 *Red civil airway No. 26 (Petersburg, Va., to Corapeake, N. C.).* Waverly, Va., radio range station.

§ 601.4227 *Red civil airway No. 27 (Nenabank, Alaska, to Wolf Intersection, Alaska).* The intersection of the southeast course of the Nenana, Alaska, radio range and the southwest course of the Fairbanks, Alaska, radio range.

§ 601.4228 *Red civil airway No. 28 (Chicago, Ill., to Detroit, Mich.).* The intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend, Ind., radio range.

§ 601.4230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* Alexandria, La., radio range station; Baton Rouge, La., radio range station; the intersection of the east course of the New Orleans, La., radio range and the southwest course of the Keesler AFB, Biloxi, Miss., radio range; Brookley AFB, Ala., nondirectional radio beacon; Saufley Field (Navy), Fla., nondirectional radio beacon; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station; the intersection of the east course of the Tallahassee, Fla., radio range and a line bearing 182° True from the Valdosta, Ga., nondirectional radio beacon.

§ 601.4231 *Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.).* Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station.

§ 601.4232 *Red civil airway No. 32 (Austin, Tex., to Houston, Tex.).* Smithville, Tex., nondirectional radio beacon; Richmond, Tex., radio range station.

§ 601.4233 *Red civil airway No. 33 (Norfolk, Va., to Boston, Mass.).* No reporting point designation.

§ 601.4234 *Red civil airway No. 34 (Pulaski, Va., to Weeksville, N. C.).* Pulaski, Va., radio range station.

§ 601.4235 *Red civil airway No. 35 (Pueblo, Colo., to St. Joseph, Mo.).* La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; Forbes AFB, Topeka, Kans.

§ 601.4236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* Rochester, Minn., radio range station.

§ 601.4237 *Red civil airway No. 37 (Tyler, Tex., to Gordonsville, Va.).* Tyler, Tex., nondirectional radio beacon; Lynchburg, Va., radio range station.

§ 601.4239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* Bethel, Alaska, radio range station; Aniak, Alaska, radio range station; Minchumina, Alaska, radio range station; Nenana, Alaska, radio range station.

§ 601.4240 *Red civil airway No. 40 (Kodiak, Alaska, to Anchorage, Alaska).* Kodiak, Alaska, radio range station; Shuyak, Alaska, nondirectional radio beacon; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska; radio range; Anchorage, Alaska, radio range station.

§ 601.4241 *Red civil airway No. 41 (Cape Spencer, Alaska, to Sisters Island, Alaska).* No reporting point designation.

§ 601.4244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).* No reporting point designation.

§ 601.4245 *Red civil airway No. 45 (Blackstone, Va., to Lancaster, Pa.).* Manakin, Va., non-directional radio beacon.

§ 601.4246 *Red civil airway No. 46 (United States-Canadian Border to Jamestown, N. Dak.).* No reporting point designation.

§ 601.4249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* Wendover, Utah, radio range station.

§ 601.4250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* Tanana, Alaska, radio range station.

§ 601.4251 *Red civil airway No. 51 (Blackstone, Va., to Norfolk, Va.).* No reporting point designation.

§ 601.4252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* Muscle Shoals, Ala., radio range station.

§ 601.4253 *Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.).* Walla Walla, Wash., radio range station.

§ 601.4256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* No reporting point designation.

§ 601.4257 *Red civil airway No. 57 (Akron, Ohio, to Youngstown, Ohio).* No reporting point designation.

§ 601.4258 *Red civil airway No. 58 (Augusta, Maine, to United States-Canadian Border).* Bangor, Maine, radio range station.

§ 601.4259 *Red civil airway No. 59 (Garden City, Kans., to Oklahoma City, Okla.).* No reporting point designation.

§ 601.4260 *Red civil airway No. 60 (Oakland, Calif., to Stockton Calif.).* Stockton, Calif., radio range station; the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

§ 601.4261 *Red civil airway No. 61 (Butler, Pa., to Johnstown, Pa.).* Butler, Pa., nondirectional radio beacon.

§ 601.4263 *Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.).* No reporting point designation.

§ 601.4264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* No reporting point designation.

§ 601.4265 *Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.).* The intersection of a line bearing 175° True from the Los Angeles, Calif., nondirectional radio beacon and the southwest course of the Long Beach, Calif., radio range.

§ 601.4267 *Red civil airway No. 67 (Crestview, Fla., to Atlanta, Ga.).* Dothan, Ala., radio range station.

§ 601.4268 *Red civil airway No. 68 (Palo Pinto, Tex., to Shreveport, La.).* No reporting point designation.

§ 601.4269 *Red civil airway No. 69 (Midland, Tex., to Big Spring, Tex.).* No reporting point designation.

§ 601.4270 *Red civil airway No. 70 (Midland, Tex., to Lubbock, Tex.).* Midland, Tex., RR.

§ 601.4271 *Red civil airway No. 71 (El Paso, Tex., to Lubbock, Tex.).* Roswell, N. Mex., radio range station; Lubbock, Tex., radio range station.

§ 601.4272 *Red civil airway No. 72 (Millville, N. J., to Paterson, N. J.).* Willow Grove, Pa. (Navy), radio range station.

§ 601.4273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* No reporting point designation.

§ 601.4274 *Red civil airway No. 74 (Biloxi, Miss., to Brookley AFB, Ala.).* No reporting point designation.

§ 601.4275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* No reporting point designation.

§ 601.4276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* No reporting point designation.

§ 601.4277 *Red civil airway No. 77 (Richmond, Va., to Atlantic City, N. J.).* No reporting point designation.

§ 601.4278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* No reporting point designation.

§ 601.4279 *Red civil airway No. 79 (Neah Bay, Wash., to Everett, Wash.).* No reporting point designation.

§ 601.4280 *Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.).* No reporting point designation.

§ 601.4281 *Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.).* No reporting point designation.

§ 601.4282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* No reporting point designation.

§ 601.4283 *Red civil airway No. 83 (Gila Bend, Ariz., to Tucson, Ariz.).* No reporting point designation.

§ 601.4284 *Red civil airway No. 84 (Meridian, Miss., to Columbus, Ga.).* Columbus, Ga., radio range station.

§ 601.4286 *Red civil airway No. 86 (Millinocket, Maine, to Houlton, Maine).* No reporting point designation.

§ 601.4287 *Red civil airway No. 87 (Hawaiian Islands).* Intersection of the northwest course of the Port Allen, T. H., radio range and a point 100 miles northwest of the Port Allen, T. H., radio range station; Port Allen, T. H., radio range station; Maui, T. H., radio range station; intersection of the southeast course of the Maui, T. H., radio range and the east course of the Hilo, T. H., radio range.

§ 601.4288 *Red civil airway No. 88 (Albuquerque, N. Mex., to Hobbs,* *N. Mex.*). Hobbs, N. Mex., radio range station.

§ 601.4289 *Red civil airway No. 89 (Quincy, Ill., to Peoria, Ill.)*. Quincy, Ill., nondirectional radio beacon; Peoria, Ill., radio range station.

§ 601.4290 *Red civil airway No. 90 (Oxnard, Calif., to Burbank, Calif.)*. No reporting point designation.

§ 601.4291 *Red civil airway No. 91 (Dunkirk, N. Y., to Syracuse, N. Y.)*. No reporting point designation.

§ 601.4292 *Red civil airway No. 92 (Sault Ste. Marie, Mich., to United States-Canadian Border)*. No reporting point designation.

§ 601.4293 *Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.)*. No reporting point designation.

§ 601.4294 *Red civil airway No. 94 (Providence, R. I., to Hyannis, Mass.)*. The intersection of the east course of the Providence, R. I., radio range and the northeast course of the Quonset Point, R. I., (Navy) radio range.

§ 601.4295 *Red civil airway No. 95 (Elmira, N. Y., to Utica, N. Y.)*. The intersection of the south course of the Syracuse, N. Y., radio range and the northeast course of the Elmira, N. Y., radio range.

§ 601.4296 *Red civil airway No. 96 (Lake Charles, La., to Baton Rouge, La.)*. No reporting point designation.

§ 601.4297 *Red civil airway No. 97 (United States-Canadian Border near Lukehead, Ontario, Canada, to United States-Canadian Border near Sault Ste. Marie, Mich.)*. No reporting point designation.

§ 601.4299 *Red civil airway No. 99 (Iliamna, Alaska, to Homer, Alaska)*. The Iliamna, Alaska, radio range station.

§ 601.4300 *Red civil airway No. 100 (South Bend, Ind., to Battle Creek, Mich.)*. No reporting point designation.

§ 601.4302 *Red civil airway No. 102 (Lexington, Ky., to Huntington, W. Va.)*. No reporting point designation.

§ 601.4303 *Red civil airway No. 103 (Anchorage, Alaska, to Middleton Island, Alaska)*. No reporting point designation.

§ 601.4304 *Red civil airway No. 104 (Greensboro, N. C., to Raleigh, N. C.)*. No reporting point designation.

§ 601.4305 *Red civil airway No. 105 (Wichita, Kans., to Neosho, Mo.)*. No reporting point designation.

§ 601.4306 *Red civil airway No. 106 (Scottsbluff, Nebr., to North Platte, Nebr.)*. No reporting point designation.

§ 601.4307 *Red civil airway No. 107 (Stanton, Minn., to Red Wing, Minn.)*. No reporting point designation.

§ 601.4308 *Red civil airway No. 108 (Corinne, Utah to Fort Bridger, Wyo.)*. No reporting point designation.

§ 601.4309 *Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.)*. No reporting point designation.

§ 601.4312 *Red civil airway No. 112 (Albany, N. Y., to Westfield, Mass.)*. Westfield, Mass., radio range station.

§ 601.4313 *Red civil airway No. 113 (Hawaiian Islands)*. The intersection of the south course of the Port Allen, Kauai, T. H., radio range and a line bearing 246° True from the Honolulu, Oahu, T. H., radio range station; Makapuu Point, Oahu, T. H., nondirectional radio beacon; the intersection of a line bearing 062° True from the Makapuu Point, Oahu, T. H., nondirectional radio beacon and the north course of the Maui, T. H., radio range.

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1 (Miami, Fla., to Tampa, Fla.)*. The inintersection of a line bearing 57° from the Fort Myer, Fla., RBN with a 136° bearing from the Tampa, Fla., RR.

§ 601.4602 *Blue civil airway No. 2 (San Diego, Calif., to Oceanside, Calif.)*. No reporting point designation.

§ 601.4603 *Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.)*. Fort Myers, Fla., nondirectional radio beacon; Tampa, Fla., radio range station; Cross City, Fla., radio range station; Kokomo, Ind., nondirectional radio beacon; Traverse City, Mich., radio range station; Pellston, Mich., nondirectional radio beacon.

§ 601.4604 *Blue civil airway No. 4 (Boston, Mass., to United States-Canadian Border)*. Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

§ 601.4605 *Blue civil airway No. 5 (Waco, Tex., to Wichita, Kans.)*. Ardmore, Okla., nondirectional radio beacon.

§ 601.4606 *Blue civil airway No. 6 (Springfield, Ill., to Muskegon, Mich.)*. No reporting point designation.

§ 601.4607 *Blue civil airway No. 7 (Altamont, Calif., to Williams, Calif.)*. No reporting point designation.

§ 601.4608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)*. Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

§ 601.4609 *Blue civil airway No. 9 (Rochester, Minn., to United States-Canadian Border)*. Duluth, Minn., radio range station.

§ 601.4610 *Blue civil airway No. 10 (Okland, Calif., to Red Bluff, Calif.)*. Williams, Calif., radio range station.

§ 601.4612 *Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska)*. No reporting point designation.

§ 601.4613 *Blue civil airway No. 13 (Houston, Tex., to Des Moines, Iowa)*. Lufkin, Tex., non-directional radio beacon; Fort Smith, Ark., non-directional radio beacon.

§ 601.4614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.)*. The intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range.

§ 601.4615 *Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio)*. No reporting point designation.

§ 601.4616 *Blue civil airway No. 16 (Waverly, Va., to Tappahannock, Va.)*. No reporting point designation.

§ 601.4617 *Blue civil airway No. 17 (Bangor, Maine, to Presque Isle, Maine)*. Houlton, Maine, radio range station.

§ 601.4618 *Blue civil airway No. 18 (Paterson, N. J., to Burlington, Vt.)*. No reporting point designation.

§ 601.4619 *Blue civil airway No. 19 (Key West, Fla., to Melbourne, Fla.)*. The intersection of the north course of the Perrine, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

§ 601.4620 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.)*. No reporting point designation.

§ 601.4621 *Blue civil airway No. 21 (Coles Point, Va., to Elmira, N. Y.)*. No reporting point designation.

§ 601.4622 *Blue civil airway No. 22 (Delta, Utah, to Malad City, Idaho)*. No reporting point designation.

§ 601.4623 *Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.)*. No reporting point designation.

§ 601.4624 *Blue civil airway No. 24 (Brookley AFB, Ala., to Axis, Ala.)*. No reporting point designation.

§ 601.4625 *Blue civil airway No. 25 (Middleton Island, Alaska, to Big Delta, Alaska)*. The intersection of the northeast course of the Hinchinbrook, Alaska, radio range and the south course of the Gulkana, Alaska, radio range.

§ 601.4626 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska)*. Talkeetna, Alaska, nondirectional radio beacon; Summit, Alaska, radio range station.

§ 601.4627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska)*. The intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the King Salmon, Alaska, radio range; Kotzebue, Alaska, non-directional radio beacon.

§ 601.4628 *Blue civil airway No. 28 (Columbia, S. C., to Bulls Gap, Tenn.)*. The intersection of the northwest course of the Spartanburg, S. C., radio range and a line bearing 57° True from the Asheville, N. C. (Hendersonville), nondirectional radio beacon.

§ 601.4629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.)*. The intersection of the northeast course of the Greensboro, N. C., radio range and the southeast course of the Lynchburg, Va., radio range.

§ 601.4630 *Blue civil airway No. 30 (Brownsville, Tex., to Pueblo, Colo.)*. Dalhart, Tex., nondirectional radio beacon; Kelly, Tex., RR.

§ 601.4631 *Blue civil airway No. 31 (Burlington, Iowa, to Moline, Ill.).* No reporting point designation.

§ 601.4632 *Blue civil airway No. 32 (Anchorage, Alaska, to Talkeetna, Alaska).* No reporting point designation.

§ 601.4633 *Blue civil airway No. 33 (Lansing, Mich., to Saginaw, Mich.).* No reporting point designation.

§ 601.4634 *Blue civil airway No. 34 (Terre Haute, Ind., to Peoria, Ill.).* No reporting point designation.

§ 601.4635 *Blue civil airway No. 35 (San Diego, Calif., to Oceanside, Calif.).* No reporting point designation.

§ 601.4636 *Blue civil airway No. 36 (Akron, Colo., to Kimball, Nebr.).* No reporting point designation.

§ 601.4637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* No reporting point designation.

§ 601.4638 *Blue civil airway No. 38 (Five Finger, Alaska, to United States-Canadian Border).* Five Finger, Alaska, nondirectional radio beacon; the intersection of the southeast course of the Gustavus, Alaska, radio range and the northeast course of the Sitka, Alaska, radio range; Gustavus, Alaska, radio range station.

§ 601.4639 *Blue civil airway No. 39 (Augusta, Ga., to Elmira, N. Y.).* No reporting point designation.

§ 601.4640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* Montpelier, Vt., radio range station.

§ 601.4641 *Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border).* No reporting point designation.

§ 601.4642 *Blue civil airway No. 42 (Goshen, Ind., to Saginaw, Mich.).* Battle Creek, Mich., radio range station.

§ 601.4643 *Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska).* No reporting point designation.

§ 601.4644 *Blue civil airway No. 44 (Dundee, Mich., to United States-Canadian Border).* No reporting point designation.

§ 601.4645 *Blue civil airway No. 45 (Greenfield, Mass., to Newport, Vt.).* No reporting point designation.

§601.4647 *Blue civil airway No. 47 (Blackstone, Va., to Philipsburg, Pa.).* The intersection of the south course of the Altoona, Pa., radio range and the southeast course of the Pittsburgh, Pa., radio range.

§ 601.4648 *Blue civil airway No. 48 (Key West, Fla., to Miami, Fla.).* Key West, Fla., radio range station; Marathon, Fla., RBN; the intersection of a 77° True bearing from the Marathon RBN and a 153° True bearing from the Miami, Fla., RBN; Miami, Fla., RBN.

§ 601.4649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* No reporting point designation.

§ 601.4651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* No reporting point designation.

§ 601.4652 *Blue civil airway No. 52 (Tamiami, Fla., to West Palm Beach, Fla.).* No reporting point designation.

§ 601.4653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* No reporting point designation.

§ 601.4654 *Blue civil airway No. 54 (Richmond, Calif., to Hamilton AFB, San Rafael, Calif.)* No reporting point designation.

§ 601.4655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* The intersection of the north course of the Crestview, Fla., radio range and the northeast course of the Whiting NAS, Fla., radio range.

§ 601.4656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* Langley, Va., AFB radio range station; the intersection of the southeast course of the Andrews, Md., radio range and the northeast course of the Tappahannock, Va., radio range.

§ 601.4658 *Blue civil airway No. 58 (Hyannis, Mass., to Squantum, Mass.).* No reporting point designation.

§ 601.4660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* No reporting point designation.

§ 601.4663 *Blue civil airway No. 63 (Concord, N. H., to Berlin, N. H.).* No reporting point designation.

§ 601.4664 *Blue civil airway No. 64 (Wink, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4665 *Blue civil airway No. 65 (Shuyak, Alaska,, to Homer, Alaska).* No reporting point designation.

§ 601.4666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* Bridgeport, Conn., radio range station.

§ 601.4667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* No reporting point designation.

§ 601.4668 *Blue civil airway No. 68 (Midland, Tex., to Hobbs, N. Mex.).* No reporting point designation.

§ 601.4671 *Blue civil airway No. 71 (Toledo, Wash., to Seattle, Wash.).* Shelton, Wash., nondirectional radio beacon.

§ 601.4675 *Blue civil airway No. 75 (Cleveland, Ohio, to United States-Canadian Border).* No reporting point designation.

§ 601.4676 *Blue civil airway No. 76 (Sinclair, Wyo., to Casper, Wyo.).* No reporting point designation.

§ 601.4679 *Blue civil airway No. 79 (Annette Island, Alaska, to United States-Canadian Border).* Annette Island, Alaska, radio range station; Petersburg, Alaska, radio range station; the intersection of the northeast course of the Sitka, Alaska, radio range and the northwest course of the Petersburg, Alaska, radio range; Haines, Alaska, nondirectional radio beacon.

§ 601.4680 *Blue civil airway No. 80 (Unalakleet, Alaska, to Moses Point, Alaska).* No reporting point designation.

§ 601.4684 *Blue civil airway No. 84 (Augusta, Maine, to Millinocket, Maine).* No reporting point designation.

§ 601.4685 *Blue civil airway No. 85 (Hutchinson, Kans., to Wichita, Kans.).* No reporting point designation.

§ 601.4686 *Blue civil airway No. 86 (Goshen, Ind., to Fort Wayne, Ind.).* Fort Wayne, Ind., radio range station.

§ 601.4687 *Blue civil airway No. 87 (Knoxville, Tenn., to Dayton, Ohio).* Corbin, Ky., VHF VAR radio range station.

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash.; Navy Radio Range; Farallon Island, Calif., nondirectional radio beacon.

Azalea Intersection: The intersection of the southeast course of the Charleston, S. C., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N. C., nondirectional radio beacon.

Bass Intersection: The intersection of the southeast course of the Weeksville, N. C. (Navy) radio range and the western boundary of the New York Oceanic Control Area.

Cod Intersection: The intersection of a Great Circle course between the Nantucket, Mass., Consolan station (monitor site) and the Azores Santa Maria nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 41°29'00" N., longitude 68°00'00" W.

Carp Intersection: The intersection of a direct line between the Carolina Beach (Wilmington, N. C.) nondirectional radio beacon and the Nassau, British West Indies, nondirectional radio beacon with the western boundary of the New York Oceanic Control Area.

Snapper Intersection: The intersection of the northeast course of the Melbourne, Fla., radio range and a line bearing 14° True from West Palm Beach, Fla., radio range station.

East Nantucket Intersection: The intersection of a line bearing 82° True from the Nantucket, Mass., Consolan station (monitor site) and the southeast course of the Squantum, Mass., (Navy), radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: The intersection of the east course of the Jacksonville, Fla., radio range and a line bearing 195° True from the Wilmington (Carolina Beach), N. C., nondirectional radio beacon.

Gateway Pine Intersection: The intersection of the 239° True radial of the North Bend, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 42°19'15" N., longitude 126°46'30" W.

Gateway Hemlock Intersection: The intersection of the 237° True radial of the Newport, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 43°18'45" N., longitude 126°40'00" W.

Gateway Cedar Intersection: The intersection of the 234° True radial of the Hoquiam, Wash., omnirange and the eastern boundary of the Seattle Oceanic Control Area at latitude 45°33'00" N., longitude 126°44'50" W.

Granite Intersection: The intersection of a line bearing 118° True from the Homer, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Marble Intersection: The intersection of a line bearing 107° True from the Kodiak, Alaska, radio range station with the northwestern boundary of the Anchorage Oceanic Control Area.

Middleon Island, Alaska; Middleton Island radio range station.

Nan-Love 1 Intersection: The intersection of a 103° True bearing from the Grand Isle, La., nondirectional radio beacon and a 175° True bearing from the Pensacola, Fla. (PNS) radio range station.

Nan-Love 2 Intersection: The intersection of a 285° True bearing from the Egmont Key, Fla., nondirectional radio beacon and a 229° True bearing from the Cross City, Fla., radio range station.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., domestic control area.

Sable intersection: The intersection of the southwest course of the Perrine, Fla., radio range and the centerline of the Marathon control area extension (§ 601.1234).

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western boundary of the New York Oceanic control area.

Haddock Interrection: The intersection of a rhumb line between the Nantucket, Mass., Consolan station (monitor site) and the Kindley AFB Bermuda nondirectional radio beacon and the western boundary of the New York Oceanic Control Area at latitude 39°50'00" N, longitude 69°14'30" W.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic control area.

South Pass West Jetty, La., RBN.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic control area.

Domestic Annette Intersection: The intersection of the southwest course of the Annette, Alaska, radio range and the centerline of the Anchorhage-Sandspit route.

Domestic Sitka Intersection: The intersection of the southwest course of the Sitka, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Gustavus Intersection: The intersection of the southwest course of the Gustavus, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

Domestic Yakutat Intersection: The intersection of the southwest course of the Yakutat, Alaska, radio range and the centerline of the Anchorage-Sandspit route.

SUBPART F—VOR CIVIL AIRWAY CONTROL AREAS

DOMESTIC VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6001 *VOR civil airway No. 1 control areas (Charleston, S. C., to New York, N. Y.).* All of VOR civil airway No. 1.

§ 601.6002 *VOR civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of VOR civil airway No. 2 including north and south alternates but excluding the airspace between the main airway and its north alternate between the Helena, Mont., omnirange station and the Billings, Mont., omnirange station.

§ 601.6003 *VOR civil airway No. 3 control areas (Key West, Fla., to Presque Isle, Maine).* All of VOR civil airway No. 3 including east alternates and a west alternate, but excluding all the airspace between the main airway and its east alternate extending from Florence, S. C., omnirange station to the Raleigh, N. C., omnirange station.

§ 601.6004 *VOR civil airway No. 4 control areas (Seattle, Wash., to Washington, D. C.).* All of VOR civil airway No. 4 including north and south alternates, but excluding the airspace between the main airway and its south alternate between the Seattle, Wash., omnirange station and the Yakima, Wash., omnirange station.

§ 601.6005 *VOR civil airway No. 5 control areas (Jacksonville, Fla., to London, Ont.).* All of VOR civil airway No. 5 including east and west alternates, but excluding the airspace between the main airway and its east alternate from the Jacksonville, Fla., VOR to the Macon, Ga., VOR; excluding the airspace between the main airway and its west alternate from the Alma, Ga., VOR to the Chattanooga, Tenn., VOR, and also excluding the airspace between the main airway and its east alternate from the Bowling Green, Ky., VOR to the Louisville, Ky., VOR.

§ 601.6006 *VOR civil airway No. 6 control areas (Oakland, Calif., to New York, N. Y.).* All of VOR civil airway No. 6, including north and south alternates.

§ 601.6007 *VOR civil airway No. 7 control areas (Miami, Fla., to Green Bay, Wis.).* All of VOR civil airway No. 7 including east and west alternates, but excluding all that airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Cross City, Fla., omnirange station and the Marianna, Fla., omnirange station.

§ 601.6008 *VOR civil airway No. 8 control areas (Long Beach, Calif., to Washington, D. C.).* All of VOR civil airway No. 8 including north and south alternates.

§ 601.6009 *VOR civil airway No. 9 control areas (New Orleans, La., to Green Bay, Wis.).* All of VOR civil airway No. 9 including east and west alternates.

§ 601.6010 *VOR civil airway No. 10 control areas (Pueblo, Colo., to New York, N. Y.).* All of VOR civil airway No. 10 including north and south alternates, excluding the airspace between the north alternate from the Dodge City, Kans., omnirange station to the Hutchinson, Kans., omnirange station and the main airway.

§ 601.6011 *VOR civil airway No. 11 control areas (Memphis, Tenn., to Detroit, Mich.).* All of VOR civil airway No. 11 including east alternates and west alternates.

§ 601.6012 *VOR civil airway No. 12 control areas (Santa Barbara, Calif., to Philadelphia, Pa.).* All of VOR civil airway No. 12 including north and south alternates but excluding the airspace between the main airway and its south alternate airway from the Needles, Calif., omnirange station to the Winslow, Ariz., omnirange station.

§ 601.6013 *VOR civil airway No. 13 control areas (Houston, Tex., to Duluth, Minn.).* All of VOR civil airway No. 13 including east and west alternates, but excluding the airspace between the main airway and the west alternate from the Des Moines, Iowa, VOR to the Mason City, Iowa, VOR, and also excluding the airspace between the main airway and the west alternate from the Mason City, Iowa, VOR to the Grantsburg, Wis., VOR.

§ 601.6014 *VOR civil airway No. 14 control areas (Roswell, N. Mex., to Boston, Mass.).* All of VOR civil airway No. 14 including north and south alternates.

§ 601.6015 *VOR civil airway No. 15 control areas (Galveston, Tex., to Minot, N. Dak.).* All of VOR civil airway No. 15 including east and west alternates.

§ 601.6016 *VOR civil airway No. 16 control areas (Los Angeles, Calif., to Boston, Mass.).* All of VOR civil airway No. 16 including north and south alternates but excluding the airspace between the main airway and its south alternate from the Graham, Tenn., omnirange station to the Crossville, Tenn., omnirange station, and also excluding the airspace between the main airway and its north alternate from the Knoxville, Tenn., omnirange station to the Pulaski, Tenn., omnirange station.

§ 601.6017 *VOR civil airway No. 17 control areas (Laredo, Tex., to Goodland, Kans.).* All of VOR civil airway No. 17 including an east alternate and west alternates.

§ 601.6018 *VOR civil airway No. 18 control areas (Dallas, Tex., to Charleston, S. C.).* All of VOR civil airway No. 18 including north and south alternates, but excluding the airspace between the main airway and its south alternate from the Anniston, Ala., omnirange station to the Augusta, Ga., omnirange station.

§ 601.6019 *VOR civil airway No. 19 control areas (El Paso, Tex., to Great Falls, Mont.).* All of VOR civil airway No. 19 including east and west alternates.

§ 601.6020 *VOR civil airway No. 20 control areas (Laredo, Tex., to Richmond, Va.).* All of VOR civil airway No. 20 including north and south alternates, but excluding the airspace between the main airway and its north alternate airway from the New Orleans, La., omnirange station to the Mobile, Ala., omnirange station and also excluding the airspace between the main airway and its north alternate airway from the Atlanta, Ga., omnirange station to the Spartanburg, S. C., omnirange station.

§ 601.6021 *VOR civil airway No. 21 control areas (Long Beach, Calif., to United States-Canadian Border).* All of VOR civil airway No. 21, including east alternates and a west alternate.

§ 601.6022 *VOR civil airway No. 22 control areas (New Orleans, La., to Jacksonville, Fla.).* All of VOR civil airway No. 22, including a north alternate, but excluding the airspace between the main airway and its north alternate.

§ 601.6023 *VOR civil airway No. 23 control areas (San Diego, Calif., to Bellingham, Wash.).* All of VOR civil airway No. 23 including east and west alternates but excluding the airspace between the main airway and its west alternate between the Portland, Oreg., omnirange station and the Seattle, Wash., omnirange station.

§ 601.6024 *VOR civil airway No. 24 control areas (Aberdeen, S. Dak., to Lone Rock, Wis.).* All of VOR civil airway No. 24 including north alternates.

§ 601.6025 *VOR civil airway No. 25 control areas (Los Angeles, Calif., to Ellensburg, Wash.).* All of VOR civil airway No. 25.

§ 601.6026 *VOR civil airway No. 26 control areas (Cherokee, Wyo., to Cleveland, Ohio).* All of VOR civil airway No. 26, including north and south alternates.

§ 601.6027 *VOR civil airway No. 27 control areas (Los Angeles, Calif., to Seattle, Wash.).* All of VOR civil airway No. 27, including west alternates.

§ 601.6028 *VOR civil airway No. 28 control areas (Oakland, Calif., to Reno, Nev.).* All of VOR civil airway No. 28.

§ 601.6029 *VOR civil airway No. 29 control areas (Salisbury, Md., to United States-Canadian Border).* All of VOR civil airway No. 29.

§ 601.6030 *VOR civil airway No. 30 control areas (Milwaukee, Wis., to Nantucket, Mass.).* All of VOR civil airway No. 30 including a south alternate, but excluding all the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6031 *VOR civil airway No. 31 control areas (Baltimore, Md., to Rochester, N. Y.).* All of VOR civil airway No. 31.

§ 601.6032 *VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.).* All of VOR civil airway No. 32 including north alternates.

§ 601.6033 *VOR civil airway No. 33 control areas (Baltimore, Md., to Buffalo, N. Y.).* All of VOR civil airway No. 33.

§ 601.6034 *VOR civil airway No. 34 control areas (Rochester, N. Y., to Wilton, Conn.).* All of VOR civil airway No. 34.

§ 601.6035 *VOR civil airway No. 35 control areas (Key West, Fla., to Syracuse, N. Y.).* All of VOR civil airway No. 35 including east and west alternates. The airspace below 2,000 feet mean sea level which lies beyond the continental limits of the United States is excluded.

§ 601.6036 *VOR civil airway No. 36 control areas (Toronto, Canada, to New York, N. Y.).* All of VOR civil airway No. 36 including a south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6037 *VOR civil airway No. 37 control areas (Savannah, Ga., to Erie, Pa.).* All of VOR civil airway No. 37 including west alternates.

§ 601.6038 *VOR civil airway No. 38 control areas (Iowa City, Iowa, to Elkins, W. Va.).* All of VOR civil airway No. 38.

§ 601.6039 *VOR civil airway No. 39 control areas (South Boston, Va., to Kennebunk, Maine).* All of VOR civil airway No. 39.

§ 601.6040 *VOR civil airway No. 40* control areas *(Cleveland, Ohio, to Pittsburgh, Pa.).* All of VOR civil airway No. 40.

§ 601.6041 *VOR civil airway No. 41 control areas (Pittsburgh, Pa., to Youngstown, Ohio).* All of VOR civil airway No. 41.

§ 601.6042 *VOR civil airway No. 42 control areas (Flint, Mich., to Washington, D. C.).* All of VOR civil airway No. 42.

§ 601.6043 *VOR civil airway No. 43 control areas (Columbus, Ohio, to Erie, Pa.).* All of VOR civil airway No. 43.

§ 601.6044 *VOR civil airway No. 44 control areas (Centralia, Ill., to Baltimore, Md.).* All of VOR civil airway No. 44.

§ 601.6045 *VOR civil airway No. 45 control areas (New Bern, N. C., to Saginaw, Mich.).* All of VOR civil airway No. 45.

§ 601.6046 *VOR civil airway No. 46 control areas (New York, N. Y., to Nantucket, Mass.).* All of VOR civil airway No. 46 including a south alternate, but excluding the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6047 *VOR civil airway No. 47 control areas (Bowling Green, Ky., to Detroit, Mich.).* All of VOR civil airway No. 47 including west alternates.

§ 601.6048 *VOR civil airway No. 48 control areas (Burlington, Iowa, to Pontiac, Ill.).* All of VOR civil airway No. 48.

§ 601.6049 *VOR civil airway No. 49 control areas (Dillon, Mont., to Great Falls, Mont.).* All of VOR civil airway No. 49.

§ 601.6050 *VOR civil airway No. 50 control areas (St. Joseph, Mo., to Dayton, Ohio).* All of VOR civil airway No. 50 including a north and a south alternate.

§ 601.6051 *VOR civil airway No. 51 control areas (Key West, Fla., to Chicago, Ill.).* All of VOR civil airway No. 51 including east and west alternates, but excluding the airspace between the main airway and its east alternate from the Jacksonville, Fla., VOR to the Macon, Ga., VOR and also excluding the airspace between the main airway and its west alternate from the Alma, Ga., VOR to the Chattanooga, Tenn., VOR.

§ 601.6052 *VOR civil airway No. 52 control areas (Des Moines, Iowa, to Evansville, Ind.).* All of VOR civil airway No. 52 including north alternates and also a south alternate.

§ 601.6053 *VOR civil airway No. 53 control areas (Charleston, S. C., to Chicago, Illinois).* All of VOR civil airway No. 53.

§ 601.6054 *VOR civil airway No. 54 control areas (Quitman, Tex., to Charlotte, N. C.).* All of VOR civil airway No. 54 including north alternates, and a south alternate.

§ 601.6055 *VOR civil airway No. 55 control areas (Dayton, Ohio, to Green Bay, Wis.).* All of VOR civil airway No. 55 including west alternates, but excluding the airspace between the main airway and its west alternate from the Fort Wayne, Ind., omnirange station to the Goshen, Ind., omnirange station.

§ 601.6056 *VOR civil airway No. 56 control areas (Montgomery, Ala., to Florence, S. C.).* All of VOR civil airway No. 56 including a north alternate.

§ 601.6057 *VOR civil airway No. 57 control areas (Evergreen, Ala., to Hamilton, Ohio.).* All of VOR civil airway No. 57.

§ 601.6058 *VOR civil airway No. 58 control areas (Ellwood City, Pa., to Hartford, Conn.).* All of VOR civil airway No. 58.

§ 601.6059 *VOR civil airway No. 59 control areas (Pulaski, Va., to Cleveland, Ohio).* All of VOR civil airway No. 59.

§ 601.6060 *VOR civil airway No. 60 control areas (Albuquerque, N. Mex., to Lubbock, Tex.).* All of VOR civil airway No. 60, including a south alternate.

§ 601.6061 *VOR civil airway No. 61 control areas (Bridgeport, Tex., to Lawton, Okla.).* All of VOR civil airway No. 61.

§ 601.6062 *VOR civil airway No. 62 control areas (Santa Fe, N. Mex., to Abilene, Tex.).* All of VOR civil airway No. 62.

§ 601.6063 *VOR civil airway No. 63 control areas (Waco, Tex., to Milwaukee, Wis.).* All of VOR civil airway No. 63.

§ 601.6064 *VOR civil airway No. 64 control areas (Los Angeles, Calif., to Blythe, Calif.)* All of VOR civil airway No. 64.

§ 601.6065 *VOR civil airway No. 65 control areas (Kansas City, Mo., to Lamoni, Iowa).* All of VOR civil airway No. 65.

§ 601.6066 *VOR civil airway No. 66 control areas (San Diego, Calif., to Charlotte, N. C.).* All of VOR civil airway No. 66 including north alternates.

§ 601.6067 *VOR civil airway No. 67 control areas (Cedar Rapids, Iowa, to Rochester, Minn.).* All of VOR civil airway No. 67 including a west alternate.

§ 601.6068 *VOR civil airway No. 68 control areas (Albuquerque, N. Mex., to Brownsville, Tex.).* All of VOR civil airway No. 68 including north and south alternates.

§ 601.6069 *VOR civil airway No. 69 control areas (Shreveport, La., to Chicago, Ill.).* All of VOR civil airway No. 69 including a west alternate.

§ 601.6070 *VOR civil airway No. 70 control areas (Corpus Christi, Tex., to Allendale, S. C.).* All of VOR civil airway No. 70.

§ 601.6071 *VOR civil airway No. 71 control areas (Flippin, Ark., to Kansas City, Mo.).* All of VOR civil airway No. 71 including a west alternate.

§ 601.6072 *VOR civil airway No. 72 control areas (Troy, Ill., to Albany, N. Y.).* All of VOR civil airway No. 72.

§ 601.6073 *VOR civil airway No. 73 control areas (Wichita, Kans., to Salina, Kans.).* All of VOR civil airway No. 73.

§ 601.6074 *VOR civil airway No. 74 control areas (Hugo, Colo., to Pine Bluff, Ark.).* All of VOR civil airway No. 74 including a north and a south alternate.

§ 601.6075 *VOR civil airway No. 75 control areas (Petersburg, Va., to Cleveland, Ohio).* All of VOR civil airway No. 75.

§ 601.6076 *VOR civil airway No. 76 control areas (Lubbock, Tex., to Galveston, Tex.).* All of VOR civil airway No. 76 including a north alternate, but excluding the airspace between the main airway and its north alternate between the San Angelo, Tex., omnirange station and the Austin, Tex., omnirange station.

§ 601.6077 *VOR civil airway No. 77 control areas (Cotulla, Tex., to Des Moines, Iowa).* All of VOR civil airway No. 77 including east alternates, but excluding the airspace between the main airway and its east alternate between the San Angelo, Tex., omnirange station and the Abilene, Tex., omnirange station.

§ 601.6078 *VOR civil airway No. 78 control areas (Huron, S. Dak., to Minneapolis, Minn.).* All of VOR civil airway No. 78, including a south alternate.

§ 601.6079 *VOR civil airway No. 79 control areas (Fort Stockton, Tex., to Lubbock, Tex.).* All of VOR civil airway No. 79.

§ 601.6080 *VOR civil airway No. 80 control areas (Sioux Falls, S. Dak., to Redwood Falls, Minn.).* All of VOR civil airway No. 80 including a south alternate.

§ 601.6081 *VOR civil airway No. 81 control areas (Midland, Tex., to Salt Lake City, Utah.).* All of VOR civil airway No. 81 including east alternates.

§ 601.6082 *VOR civil airway No. 82 control areas (Minneapolis, Minn., to Nodine, Minn.).* All of VOR civil airway No. 82, including south alternates.

§ 601.6083 *VOR civil airway No. 83 control areas (Carlsbad, N. Mex., to Kiowa, Colo.).* All of VOR civil airway No. 83 including an east alternate.

§ 601.6084 *VOR civil airway No. 84 control areas (Shabbona, Ill., to Syracuse, N. Y.).* All of VOR civil airway No. 84.

§ 601.6085 *VOR civil airway No. 85 control areas (Rock River, Wyo., to Casper, Wyo.).* All of VOR civil airway No. 85 including a west alternate.

§ 601.6086 *VOR civil airway No. 86 control areas (Butte, Mont., to Bozeman, Mont.).* All of VOR civil airway No. 86.

§ 601.6087 *VOR civil airway No. 87 control areas (Gila Bend, Ariz., to Hassayampa, Ariz.).* All of VOR civil airway No. 87.

§ 601.6088 *VOR civil airway No. 88 control areas (Tulsa, Okla., to Vichy, Mo.).* All of VOR civil airway No. 88.

§ 601.6089 *VOR civil airway No. 89 control areas (Denver, Colo., to Rapid City, S. Dak.).* All of VOR civil airway No. 89 including east alternates.

§ 601.6090 *VOR civil airway No. 90 control areas (Litchfield, Mich., to Windsor, Ontario).* All of VOR civil airway No. 90.

§ 601.6091 *VOR civil airway No. 91 control areas (New York, N. Y., to Montreal, Quebec).* All of VOR civil airway No. 91 including east alternates and also a west alternate.

§ 601.6092 *VOR civil airway No. 92 control areas (Chicago, Ill., to Washington, D. C.).* All of VOR civil airway No. 92.

§ 601.6093 *VOR civil airway No. 93 control areas (Baltimore, Md., to Presque Isle, Maine).* All of VOR civil airway No. 93.

§ 601.6094 *VOR civil airway No. 94 control areas (Casa Grande, Ariz., to Monroe, La.).* All of VOR civil airway No. 94.

§ 601.6095 *VOR civil airway No. 95 control areas (Phoenix, Ariz., to Farmington, N. Mex.)* All of VOR civil airway No. 95.

§ 601.6096 *VOR civil airway No. 96 control areas (Kokomo, Ind., to Waterville, Ohio).* All of VOR civil airway No. 96.

§ 601.6097 *VOR civil airway No. 97 control areas (Miami, Fla., to Minneapolis, Minn.).* All of VOR civil airway No. 97 including east and west alternates, but excluding all of the airspace below 2,000 feet above mean sea level which lies beyond the continental limits of the United States.

§ 601.6098 *VOR civil airway No. 98 control areas (Fort Wayne, Ind., to Montreal, Quebec).* All of VOR civil airway No. 98.

§ 601.6099 *VOR civil airway No. 99 control areas (Newport, Oreg., to Vancouver, B. C.).* All of VOR civil airway No. 99.

§ 601.6100 *VOR civil airway No. 100 control areas (Rock River, Wyo., to Detroit, Mich.).* All of VOR civil airway No. 100.

§ 601.6101 *VOR civil airway No. 101 control areas (Ogden, Utah, to Burley, Idaho).* All of VOR civil airway No. 101.

§ 601.6102 *VOR civil airway No. 102 control areas (Lubbock, Tex., to Wichita Falls, Tex.).* All of VOR civil airway No. 102, including a south alternate.

§ 601.6103 *VOR civil airway No. 103 control areas (Greensboro, N. C., to Windsor, Ontario).* All of VOR civil airway No. 103.

§ 601.6104 *VOR civil airway No. 104 control areas (Ottawa, Ont., to Plattsburg, N. Y.).* All of VOR civil airway No. 104.

§ 601.6105 *VOR civil airway No. 105 control areas (Phoenix, Ariz., to Reno, Nev.).* All of VOR civil airway No. 105 including east alternates.

§ 601.6106 *VOR civil airway No. 106 control areas (Charleston, W. Va., to Kennebunk, Maine).* All of VOR civil airway No. 106, including a north alternate.

§ 601.6107 *VOR civil airway No. 107 control areas (Los Angeles, Calif., to Red Bluff, Calif.).* All of VOR civil airway No. 107.

§ 601.6108 *VOR civil airway No. 108 control areas (Colorado Springs, Colo., to Salina, Kans.).* All of VOR civil airway No. 108.

§ 601.6109 *VOR civil airway No. 109 control areas (Panoche, Calif., to Oakland, Calif.).* All of VOR civil airway No. 109.

§ 601.6110 *VOR civil airway No. 110 control areas (San Francisco, Calif., to Altamount, Calif.).* All of VOR civil airway No. 110.

§ 601.6111 *VOR civil airway No. 111 control areas (Salinas, Calif., to Los Banos, Calif.).* All of VOR civil airway No. 111.

§ 601.6112 *VOR civil airway No. 112 control areas (Portland, Oreg., to Pendleton, Oreg.).* All of VOR civil airway No. 112, including a north alternate.

§ 601.6113 *VOR civil airway No. 113 control areas (Paso Robles, Calif., to Reno, Nev.).* All of VOR civil airway No. 113.

§ 601.6114 *VOR civil airway No. 114 control areas (Amarillo, Tex., to New Orleans, La.).* All of VOR civil airway No. 114 including north alternate and south alternates.

§ 601.6115 *VOR civil airway No. 115 control areas (Crestview, Fla., to Buffalo, N. Y.).* All of VOR civil airway No. 115.

§ 601.6116 *VOR civil airway No. 116 control areas (Kansas City, Mo., to New York, N. Y.).* All of VOR civil airway No. 116.

§ 601.6117 *VOR civil airway No. 117 control areas (El Centro, Calif., to Daggett, Calif.).* All of VOR civil airway No. 117.

§ 601.6118 *VOR civil airway No. 118 control areas (Rock River, Wyo., to Cheyenne, Wyo.).* All of VOR civil airway No. 118.

§ 601.6119 *VOR civil airway No. 119 control areas (Huntington, W. Va., to*

Rochester, N. Y.). All of VOR civil airway No. 119.

§ 601.6120 *VOR civil airway No. 120 control areas (Mullan Pass, Mont., to Miles City, Mont.).* All of VOR civil airway No. 120.

§ 601.6121 *VOR civil airway No. 121 control areas (North Bend, Oreg., to Eugene, Oreg.).* All of VOR civil airway No. 121.

§ 601.6122 *VOR civil airway No. 122 control areas (Crescent City, Calif., to Klamath Falls, Oreg.).* All of VOR civil airway No. 122.

§ 601.6123 *VOR civil airway No. 123 control areas (Washington, D. C., to Westfield, Mass.).* All of VOR civil airway No. 123.

§ 601.6125 *VOR civil airway No. 125 control areas (Anthony, Kans., to Hutchinson, Kans.).* All of VOR civil airway No. 125.

§ 601.6126 *VOR civil airway No. 126 control areas (Chicago, Ill., to New York, N. Y.).* All of VOR civil airway No. 126.

§ 601.6127 *VOR civil airway No. 127 control areas (Livingston, Mont., to Helena, Mont.).* All of VOR civil airway No. 127.

§ 601.6128 *VOR civil airway No. 128 control areas (Chicago, Ill., to Charleston, W. Va.).* All of VOR civil airway No. 128 including a south alternate.

§ 601.6129 *VOR civil airway No. 129 control areas (Polo, Ill., to Eau Claire, Wis.).* All of VOR civil airway No. 129.

§ 601.6130 *VOR civil airway No. 130 control areas (Albany, N. Y., to Providence, R. I.).* All of VOR civil airway No. 130.

§ 601.6131 *VOR civil airway No. 131 control areas (Tulsa, Okla., to Topeka, Kans.).* All of VOR civil airway No. 131.

§ 601.6132 *VOR civil airway No. 132 control areas (Cheyenne, Wyo., to Springfield, Mo.).* All of VOR civil airway No. 132.

§ 601.6133 *VOR civil airway No. 133 control areas (Charlotte, N. C., to Traverse City, Mich.).* All of VOR civil airway No. 133.

§ 601.6134 *VOR civil airway No. 134 control areas (Evergreen, Ala., to Athens, Ga.).* All of VOR civil airway No. 134.

§ 601.6135 *VOR civil airway No. 135 control areas (Yuma, Ariz., to Tonopah, Nev.).* All of VOR civil airway No. 135.

§ 601.6136 *VOR civil airway No. 136 control areas (Pulaski, Va., to Raleigh, N. C.).* All of VOR civil airway No. 136.

§ 601.6137 *VOR civil airway No. 137 control areas (Thermal, Calif., to Ukiah, Calif.).* All of VOR civil airway No. 137.

§ 601.6138 *VOR civil airway No. 138 control areas (Rock River, Wyo., to Fort Dodge, Iowa).* All of VOR civil airway No. 138 including a north alternate and a south alternate.

§ 601.6139 *VOR civil airway No. 139 control areas (Norwich, Conn., to Boston, Mass.).* All of VOR civil airway No. 139.

§ 601.6140 *VOR civil airway No. 140 control areas (Amarillo, Tex., to New York, N. Y.).* All of VOR civil airway No. 140, including north alternates and a south alternate.

§ 601.6141 *VOR civil airway No. 141 control areas (Nantucket, Mass., to Massena, N. Y.).* All of VOR civil airway No. 141.

§ 601.6142 *VOR civil airway No. 142 control areas (Buffalo, N. Y., to Rochester, N. Y.).* All of VOR civil airway No. 142.

§ 601.6143 *VOR civil airway No. 143 control areas (Charlotte, N. C., to Washington, D. C.).* All of VOR civil airway No. 143, including a west alternate, but excluding the airspace between the main airway and the west alternate.

§ 601.6144 *VOR civil airway No. 144 control areas (Chicago, Ill., to Washington, D. C.).* All of VOR civil airway No. 144.

§ 601.6145 *VOR civil airway No. 145 control areas (Watertown, N. Y., to the United States-Canadian Border).* All of VOR civil airway No. 145.

§ 601.6146 *VOR civil airway No. 146 control areas (Wilkes-Barre, Pa., to Providence, R. I.).* All of VOR civil airway No. 146.

§ 601.6147 *VOR civil airway No. 147 control areas (Philadelphia, Pa., to Rochester, N. Y.).* All of VOR civil airway No. 147, including an east alternate.

§ 601.6148 *VOR civil airway No. 148 control areas (Denver, Colo., to Minneapolis, Minn.).* All of VOR civil airway No. 148.

§ 601.6149 *VOR civil airway No. 149 control areas (Allentown, Pa., to Utica, N. Y.).* All of VOR civil airway No. 149.

§ 601.6150 *VOR civil airway No. 150 control areas (San Francisco, Calif., to Reno, Nev.).* All of VOR civil airway No. 150.

§ 601.6151 *VOR civil airway No. 151 control areas (Providence, R. I., to Lebanon, N. H.).* All of VOR civil airway No. 151.

§ 601.6152 *VOR civil airway No. 152 control areas (Tampa, Fla., to Daytona Beach, Fla.).* All of VOR civil airway No. 152, including north and south alternates.

§ 601.6153 *VOR civil airway No. 153 control areas (New York, N. Y., to Syracuse, N. Y.).* All of VOR civil airway No. 153.

§ 601.6154 *VOR civil airway No. 154 control areas (Meridian, Miss., to Savannah, Ga.).* All of VOR civil airway No. 154, including a north alternate.

§ 601.6155 *VOR civil airway No. 155 control areas (Raleigh, N. C., to Washington, D. C.).* All of VOR civil airway No. 155.

§ 601.6156 *VOR civil airway No. 156 control areas (Elkins, W. Va., to Richmond, Va.).* All of VOR civil airway No. 156.

§ 601.6157 *VOR civil airway No. 157 control areas (Key West, Fla., to Richmond, Va.).* All of VOR civil airway No. 157 including a west alternate.

§ 601.6158 *VOR civil airway No. 158 control areas (Waterloo, Iowa, to Polo, Ill.).* All of VOR civil airway No. 158.

§ 601.6159 *VOR civil airway No. 159 control areas (Miami, Fla., to Albany, Ga.).* All of VOR civil airway No. 159 including an east alternate and west alternate, but excluding the airspace between the main airway and its west alternate from the West Palm Beach, Fla., omnirange station to the Orlando, Fla., omnirange station.

§ 601.6160 *VOR civil airway No. 160 control areas (Denver, Colo., to Sidney, Nebr.).* All of VOR civil airway No. 160.

§ 601.6161 *VOR civil airway No. 161 control areas (Fort Worth, Tex., to Alexandria, Minn.).* All of VOR civil airway No. 161 including a west alternate.

§ 601.6162 *VOR civil airway No. 162 control areas (Harrisburg, Pa., to Allentown, Pa.).* All of VOR civil airway No. 162, including a south alternate.

§ 601.6163 *VOR civil airway No. 163 control areas (Brownsville, Tex., to Oklahoma City, Okla.).* All of VOR civil airway No. 163 including west alternates and an east alternate.

§ 601.6164 *VOR civil airway No. 164 control areas (Buffalo, N. Y., to New York, N. Y.).* All of VOR civil airway No. 164 including south alternate, but excluding the airspace between the main airway and the south alternate.

§ 601.6165 *VOR civil airway No. 165 control areas (Long Beach, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 165.

§ 601.6166 *VOR civil airway No. 166 control areas (Martinsburg, W. Va., to New York, N. Y.).* All of VOR civil airway No. 166.

§ 601.6167 *VOR civil airway No. 167 control areas (New York, N. Y., to Providence, R. I.).* All of VOR civil airway No. 167.

§ 601.6168 *VOR civil airway No. 168 control areas (Rock River, Wyo., to O'Neill, Nebr.).* All of VOR civil airway No. 168.

§ 601.6169 *VOR civil airway No. 169 control areas (Tobe, Colo., to Rapid City, S. Dak.).* All of VOR civil airway No. 169.

§ 601.6170 *VOR civil airway No. 170 control areas (Milwaukee, Wis., to Philadelphia, Pa.).* All of VOR civil airway No. 170.

§ 601.6171 *VOR civil airway No. 171 control areas (Louisville, Ky., to Alexandria, Minn.).* All of VOR civil airway No. 171.

§ 601.6172 *VOR civil airway No. 172 control areas (Denver, Colo., to Chicago, Ill.).* All of VOR civil airway No. 172, including north alternates and also a south alternate.

§ 601.6173 *VOR civil airway No. 173 control areas (Springfield, Ill., to Chicago, Ill.).* All of VOR civil airway No. 173.

§ 601.6174 *VOR civil airway No. 174 control areas (Vichy, Mo., to Washington, D. C.).* All of VOR civil airway No. 174.

§ 601.6175 *VOR civil airway No. 175 control areas (Vichy, Mo., to Columbia, Mo.).* All of VOR civil airway No. 175.

§ 601.6176 *VOR civil airway No. 176 control areas (Memphis, Tenn., to Birmingham, Ala.).* All of VOR civil airway No. 176 including a north and a south alternate.

§ 601.6177 *VOR civil airway No. 177 control areas (Fort Wayne, Ind., to Janesville,, Wis.).* All of VOR civil airway No. 177.

§ 601.6178 *VOR civil airway No. 178 control areas (Farmington, Mo., to Paducah, Ky.).* All of VOR civil airway No. 178 including a south alternate.

§ 601.6179 *VOR civil airway No. 179 control areas (Paducah, Ky., to Bible Grove, Ill.).* All of VOR civil airway No. 179.

§ 601.6180 *VOR civil airway No. 180 control areas (Austin, Tex., to Galveston, Tex.).* All of VOR civil airway No. 180.

§ 601.6181 *VOR civil airway No. 181 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).* All of VOR civil airway No. 181.

§ 601.6182 *VOR civil airway No. 182 control areas (Portland, Oreg., to Baker, Oreg.).* All of VOR civil airway No. 182, including a north alternate.

§ 601.6183 *VOR civil airway No. 183 control areas (Santa Barbara, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 183.

§ 601.6184 *VOR civil airway No. 184 control areas (Erie, Pa., to Philipsburg, Pa.).* All of VOR civil airway No. 184.

§ 601.6185 *VOR civil airway No. 185 control areas (Savannah, Ga., to Knoxville, Tenn.).* All of VOR civil airway No. 185 including an east and a west alternate, but excluding the airspace between the main airway and its west alternate airway from the Augusta, Ga., omnirange station to the Asheville, N. C., omnirange station and also excluding the airspace between the main airway and its east alternate from the Asheville, N. C., omnirange station to the Knoxville, Tenn., omnirange station.

§ 601.6186 *VOR civil airway No. 186 control areas (St. Louis, Mo., to Vandalia, Ill.).* All of VOR civil airway No. 186.

§ 601.6187 *VOR civil airway No. 187 control areas (Albuquerque, N. Mex., to Billings, Mont.).* All of VOR civil airway No. 187.

§ 601.6188 *VOR civil airway No. 188 control areas (Detroit, Mich., to New York, N. Y.).* All of VOR civil airway No. 188.

§ 601.6189 *VOR civil airway No. 189 control areas (Rocky Mount, N. C., to Franklin, Va.).* All of VOR civil airway No. 189.

§ 601.6190 *VOR civil airway No. 190 control areas (Phoenix, Ariz., to Grants, N. Mex.).* All of VOR civil airway No. 190.

§ 601.6191 *VOR civil airway No. 191 control areas (Memphis, Tenn., to Milwaukee, Wis.).* All of VOR civil airway No. 191.

§ 601.6192 *VOR civil airway No. 192 control areas (Zuni, N. Mex., to Tucumcari, N. Mex.).* All of VOR civil airway No. 192.

§ 601.6193 *VOR civil airway No. 193 control areas (Keeler, Mich., to Sault Ste. Marie, Mich.).* All of VOR civil airway No. 193.

§ 601.6194 *VOR civil airway No. 194 control areas (Lafayette, La., to Norfolk, Va.).* All of VOR civil airway No. 194 including a south alternate.

§ 601.6195 *VOR civil airway No. 195 control areas (Oakland, Calif., to Fortuna, Calif.).* All of VOR civil airway No. 195 including a west alternate.

§ 601.6196 *VOR civil airway No. 196 control areas (Tupper Lake, N. Y., to Plattsburgh, N. Y.).* All of VOR civil airway No. 196.

§ 601.6197 *VOR civil airway No. 197 (Las Vegas, N. Mex., to Pueblo, Colo.).* All of VOR civil airway No. 197.

§ 601.6198 *VOR civil airway No. 198 control areas (San Simon, Ariz., to Houston, Tex.).* All of VOR civil airway No. 198.

§ 601.6199 *VOR civil airway No. 199 control areas (San Francisco, Calif., to Ukiah, Calif.).* All of VOR civil airway No. 199.

§ 601.6200 *VOR civil airway No. 200 control areas (Ukiah, Calif., to Kremmling, Colo.).* All of VOR civil airway No. 200.

§ 601.6201 *VOR civil airway No. 201 control areas (Los Angeles, Calif., to Pasadena, Calif.).* All of VOR civil airway No. 201.

§ 601.6202 *VOR civil airway No. 202 control areas (Tucson, Ariz., to Truth or Consequences, N. Mex.).* All of VOR civil airway No. 202.

§ 601.6203 *VOR civil airway No. 203 control areas (Norwich, Conn., to Massena, N. Y.).* All of VOR civil airway No. 203.

§ 601.6204 *VOR civil airway No. 204 control areas (Hoquiam, Wash., to Olympia, Wash.).* All of VOR civil airway No. 204.

§ 601.6205 *VOR civil airway No. 205 control areas (Springfield, Mo., to Sioux City, Iowa).* All of VOR civil airway No. 205 including a west alternate.

§ 601.6206 *VOR civil airway No. 206 control areas (Blue Springs, Mo., to Kirksville, Mo.).* All of VOR civil airway No. 206.

§ 601.6207 *VOR civil airway No. 207 control areas (Denver, Colo., to Egbert, Wyo.).* All of VOR civil airway No. 207.

§ 601.6208 *VOR civil airway No. 208 control areas (Los Angeles, Calif., to Peach Springs, Ariz.).* All of VOR civil airway No. 208.

§ 601.6209 *VOR civil airway No. 209 control areas (Mobile, Ala., to Tuscaloosa, Ala.).* All of VOR civil airway No. 209.

§ 601.6210 *VOR civil airway No. 210 control areas (Los Angeles, Calif., to Wheeling, W. Va.).* All of VOR civil airway No. 210 including north and south alternates.

§ 601.6211 *VOR civil airway No. 211 control areas (Fort Stockton, Tex., to Cotulla, Tex.).* All of VOR civil airway No. 211.

§ 601.6212 *VOR civil airway No. 212 control areas (Ukiah, Calif., to Reno, Nev.).* All of VOR civil airway No. 212.

§ 601.6213 *VOR civil airway No. 213 control areas (Myrtle Beach, S. C., to Tappahannock, Va.).* All of VOR civil airway No. 213.

§ 601.6214 *VOR civil airway No. 214 control areas (Columbus, Ohio to Pittsburgh, Pa.).* All of VOR civil airway No. 214.

§ 601.6215 *VOR civil airway No. 215 control areas (Muskegon, Mich., to White Cloud, Mich.).* All of VOR civil airway No. 215.

§ 601.6216 *VOR civil airway No. 216 control areas (Lamar, Colo., to Saginaw, Mich.).* All of VOR civil airway No 216.

§ 601.6217 *VOR civil airway No. 217 control areas (Chicago, Ill., to Green Bay, Wis.).* All of VOR civil airway No. 217.

§ 601.6218 *VOR civil airway No. 218 control areas (Chicago, Ill., to Flint, Mich.).* All of VOR civil airway No. 218.

§ 601.6219 *VOR civil airway No. 219 control areas (Ogden, Utah, to Malad City, Idaho).* All of VOR civil airway No. 219.

§ 601.6220 *VOR civil airway No. 220 control areas (Kremmling, Colo., to Wolbach, Nebr.).* All of VOR civil airway No. 220.

§ 601.6221 *VOR civil airway No. 221 control areas (Fort Wayne, Ind., to Erie, Pa.).* All of VOR civil airway No. 221.

§ 601.6222 *VOR civil airway No. 222 control areas (El Paso, Tex., to Gordonsville, Va.).* All of VOR civil airway No. 222.

§ 601.6223 *VOR civil airway No. 223 control areas (Herndon, Va., to Harrisburg, Pa.).* All of VOR civil airway No. 223.

§ 601.6224 *VOR civil airway No. 224 control areas (Detroit, Mich., to the United States-Canadian Border).* All of VOR civil airway No. 224.

§ 601.6225 *VOR civil airway No. 225 control areas (Key West, Fla., to Vero Beach, Fla.).* All of VOR civil airway No. 225.

§ 601.6226 *VOR civil airway No. 226 control areas (Williamsport, Pa., to New York, N. Y.).* All of VOR civil airway No. 226.

§ 601.6227 *VOR civil airway No. 227 control areas (Louisville, Ky., to Peotone, Ill.).* All of VOR civil airway No. 227.

§ 601.6228 *VOR civil airway No. 228 control areas (Wheeling, Ill., to South Bend, Ind.).* All of VOR civil airway No. 228 including a north alternate.

§ 601.6229 *VOR civil airway No. 229 control areas (Wilmington, N. C., to Cofield, N. C.).* All of VOR civil airway No. 229.

§ 601.6230 *VOR civil airway No. 230 control areas (Salinas, Calif., to Fresno, Calif.)* All of VOR civil airway No. 230.

§ 601.6231 *VOR civil airway No. 231 control areas (Missoula, Mont., to Ronan, Mont.).* All of VOR civil airway No. 231.

§ 601.6232 *VOR civil airway No. 232 control areas (Cleveland, Ohio, to Stroudsburg, Pa.).* All of VOR civil airway No. 232.

§ 601.6233 *VOR civil airway No. 233 control areas (Springfield, Ill., to Cedar Rapids, Iowa).* All of VOR civil airway No. 233 including an east alternate.

§ 601.6234 *VOR civil airway No. 234 control areas (Anton Chico, New Mex., to Dalhart, Tex.).* All of VOR civil airway No. 234.

§ 601.6235 *VOR civil airway No. 235 control areas (Provo, Utah, to Fort Bridger, Wyo.).* All of VOR civil airway No. 235.

§ 601.6236 *VOR civil airway No. 236 control areas (Booneville, Utah, to Ogden, Utah.).* All of VOR civil airway No. 236.

§ 601.6237 *VOR civil airway No. 237 control areas (Needles, Calif., to Mormon Mesa, Nev.).* All of VOR civil airway No. 237.

§ 601.6238 *VOR civil airway No. 238 control areas (Philipsburg, Pa., to Atlantic City, N. J.).* All of VOR civil airway No. 238.

§ 601.6239 *VOR civil airway No. 239 control areas (Wildwood, N. J., to Newark, N. J.).* All of VOR civil airway No. 239.

§ 601.6240 *VOR civil airway No. 240 control areas (New Orleans, La., to Mobile, Ala.).* All of VOR civil airway No. 240.

§ 601.6241 *VOR civil airway No. 241 control areas (Crestview, Fla., to Atlanta, Ga.).* All of VOR civil airway No. 241.

§ 601.6242 *VOR civil airway No. 242 control areas (Mobile, Ala., to Brookley AFB, Ala.).* All of VOR civil airway No. 242.

§ 601.6243 *VOR civil airway No. 243 control areas (Chattanooga, Tenn., to Scotland, Ind.).* All of VOR civil airway No. 243.

§ 601.6244 *VOR civil airway No. 244 control areas (Oakland, Calif., to Hanksville, Utah).* All of VOR civil airway No. 244.

§ 601.6245 *VOR civil airway No. 245 control areas (Goffs, Calif., to Las Vegas, Nev.).* All of VOR civil airway No. 245.

§ 601.6246 *VOR civil airway No. 246 control areas (Dayton, Ohio, to Mansfield, Ohio).* All of VOR civil airway No. 246.

§ 601.6247 *VOR civil airway No. 247 control areas (Scottsbluff, Nebr., to Crazy Woman, Wyo.).* All of VOR civil airway No. 247.

§ 601.6248 *VOR civil airway No. 248 control areas (Paso Robles, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 248.

§ 601.6249 *VOR civil airway No. 249 control areas (Caldwell, N. J., to Utica, N. Y.).* All of VOR civil airway No. 249.

§ 601.6250 *VOR civil airway No. 250 control areas (Imperial, Pa., to Clarion, Pa.).* All of VOR civil airway No. 250.

§ 601.6251 *VOR civil airway No. 251 control areas (Washington, D. C., to New York, N. Y.).* All of VOR civil airway No. 251.

§ 601.6252 *VOR civil airway No. 252 control areas (Buffalo, N. Y., to New York, N. Y.).* All of VOR civil airway No. 252.

§ 601.6253 *VOR civil airway No. 253 control areas (Provo, Utah to Boise, Idaho).* All of VOR civil airway No. 253.

§ 601.6254 *VOR civil airway No. 254 control areas (Reinholds, Pa., to Columbus, N. J.).* All of VOR civil airway No. 254.

§ 601.6255 *VOR civil airway No. 255 control areas (Burlington, Iowa, to Janesville, Wis.).* All of VOR civil airway No. 255.

§ 601.6256 *VOR civil airway No. 256 control areas (Reinholds, Pa., to Yardley, Pa.).* All of VOR civil airway No. 256.

§ 601.6257 *VOR civil airway No. 257 control areas (Drake, Ariz., to Delta, Utah).* All of VOR civil airway No. 257 including a west alternate but excluding the airspace between the main airway and the west alternate.

§ 601.6258 *VOR civil airway No. 258 control areas (Charleston, W. Va., to Roanoke, Va.).* All of VOR civil airway No. 258.

§ 601.6259 *VOR civil airway No. 259 control areas (Charlotte, N. C., to Tri-City, Tenn.).* All of VOR civil airway No. 259 including an east alternate.

§ 601.6260 *VOR civil airway No. 260 control areas (Charleston, W. Va., to Richmond, Va.).* All of VOR civil airway No. 260.

§ 601.6261 *VOR civil airway No. 261 control areas (Pulaski, Va., to Beckley, W. Va.).* All of VOR civil airway No. 261.

§ 601.6262 *VOR civil airway No. 262 control areas (Bradford, Ill., to Chicago, Ill.).* All of VOR civil airway No. 262.

§ 601.6263 *VOR civil airway No. 263 control areas (Lamar, Colo., to Thurman, Colo.).* All of VOR civil airway No. 263.

§ 601.6264 *VOR civil airway No. 264 control areas (Los Angeles, Calif., to Prescott, Ariz.).* All of VOR civil airway No. 264.

§ 601.6265 *VOR civil airway No. 265 control areas (Washington, D. C., to Dunkirk, N. Y.).* All of VOR civil airway No. 265.

§ 601.6266 *VOR civil airway No. 266 control areas (Hickory, N. C., to Franklin, Va.).* All of VOR civil airway No. 266.

§ 601.6267 *VOR civil airway No. 267 control areas (Miami, Fla., to Jacksonville, Fla.).* All of VOR civil airway No. 267.

§ 601.6268 *VOR civil airway No. 268 control areas (Keymar, Md., to Baltimore, Md.).* All of VOR civil airway No. 268.

§ 601.6269 *VOR civil airway No. 269 control areas (Wells, Nev., to Dubois, Idaho).* All of VOR civil airway No. 269.

§ 601.6270 *VOR civil airway No. 270 control areas (Erie, Pa., to Chester, Mass.).* All of VOR civil airway No. 270.

§ 601.6271 *VOR civil airway No. 271 control areas (Bonneville, Utah, to Burley, Idaho).* All of VOR civil airway No. 271.

§ 601.6272 *VOR civil airway No. 272 control areas (Sayre, Okla., to Oklahoma City, Okla.).* All of VOR civil airway No. 272, including a north and a south alternate.

§ 601.6273 *VOR civil airway No. 273 control areas (Downsville, N. Y., to Syracuse, N. Y.).* All of VOR civil airway No. 273.

§ 601.6274 *VOR civil airway No. 274 control areas (Grand Rapids, Mich., to Saginaw, Mich.).* All of VOR civil airway No. 274.

§ 601.6275 *VOR civil airway No. 275 control areas (Cincinnati, Ohio, to Detroit, Mich.).* All of VOR civil airway No. 275 including a west alternate.

§ 601.6276 *VOR civil airway No. 276 control areas (Navarre, Ohio, to Monmouth, N. J.).* All of VOR civil airway No. 276.

§ 601.6277 *VOR civil airway No. 277 control areas (Plain City, Ohio, to Keeler, Mich.).* All of VOR civil airway No. 277.

§ 601.6278 *VOR civil airway No. 278 control areas (Guthrie, Tex., to Birmingham, Ala.).* All of VOR civil airway No. 278.

§ 601.6279 *VOR civil airway No. 279 control areas (Columbus, Ohio, to Findlay, Ohio).* All of VOR civil airway No. 279.

§ 601.6280 *VOR civil airway No. 280 control areas (El Paso, Tex., to Kansas City, Mo.).* All of VOR civil airway No. 280.

§ 601.6281 *VOR civil airway No. 281 control areas (Redmond, Oreg., to Spokane, Wash.).* All of VOR civil airway No. 281.

§ 601.6282 *VOR civil airway No. 282 control areas (Brandon, N. Y., to Montreal, Canada).* All of VOR civil airway No. 282.

§ 601.6283 *VOR civil airway No. 283 control areas (Redmond, Oreg., to Newberg, Oreg.).* All of VOR civil airway No. 283.

§ 601.6284 *VOR civil airway No. 284 control areas (Fort Stockton, Tex., to San*

Angelo, Tex.). All of VOR civil airway No. 284.

§ 601.6285 *VOR civil airway No. 285 control areas (Myton, Utah, to Rawlins, Wyo.).* All of VOR civil airway No. 285.

§ 601.6286 *VOR civil airway No. 286 control areas (Front Royal, Va., to Cape Charles, Va.).* All of VOR civil airway No. 286.

§ 601.6287 *VOR civil airway No. 287 control areas (North Bend, Oreg., to Newberg, Oreg.).* All of VOR civil airway No. 287.

§ 601.6288 *VOR civil airway No. 288 control areas (Lucin, Utah, to Fort Bridger, Wyo.).* All of VOR civil airway No. 288.

§ 601.6289 *VOR civil airway No. 289 control areas (Beaumont, Tex., to Texarkana, Ark.).* All of VOR civil airway No. 289 including an east alternate.

§ 601.6290 *VOR civil airway No. 290 control areas (Charleston, W. Va., to Montebello, Va.).* All of VOR civil airway No. 290.

§ 601.6291 *VOR civil airway No. 291 control areas (Prescott, Ariz., to Tuba City, Ariz.).* All of VOR civil airway No. 291.

§ 601.6292 *VOR civil airway No. 292 control areas (Hartford, Conn., to Boston, Mass.).* All of VOR civil airway No. 292.

§ 601.6293 *VOR civil airway No. 293 control areas (West Palm Beach, Fla., to St. Petersburg, Fla.).* All of VOR civil airway No. 293.

§ 601.6294 *VOR civil airway No. 294 control areas (Des Moines, Iowa, to Cedar Rapids, Iowa.).* All of VOR civil airway No. 294.

§ 601.6295 *VOR civil airway No. 295 control areas (Miami, Fla., to Cross City, Fla.).* All of VOR civil airway No. 295.

§ 601.6296 *VOR civil airway No. 296 control areas (Asheville, N. C., to Charlotte, N. C.).* All of VOR civil airway No. 296.

§ 601.6297 *VOR civil airway No. 297 control areas (Mansfield, Ohio, to Carleton, Mich.).* All of VOR civil airway No. 297.

§ 601.6298 *VOR civil airway No. 298 control areas (Dubois, Idaho, to Casper, Wyo.).* All of VOR civil airway No. 298.

§ 601.6299 *VOR civil airway No. 299 control areas (Los Angeles, Calif., to Bakersfield, Calif.).* All of VOR civil airway No. 299.

§ 601.6300 *VOR civil airway No. 300 control areas (Sault Ste. Marie, Mich., to Toronto, Ont.).* All of VOR civil airway No. 300, including a north alternate.

HAWAIIAN VOR CIVIL AIRWAY CONTROL AREAS

§ 601.6401 *Hawaiian VOR civil airway No. 1 control areas.* All of Hawaiian VOR civil airway No. 1.

§ 601.6402 *Hawaiian VOR civil airway No. 2 control areas.* All of Hawaiian VOR civil airway No. 2, including south alternates.

§ 601.6403 *Hawaiian VOR civil airway No. 3 control areas.* All of Hawaiian VOR civil airway No. 3.

§ 601.6404 *Hawaiian VOR civil airway No. 4 control areas.* All of Hawaiian VOR civil airway No. 4.

§ 601.6405 *Hawaiian VOR civil airway No. 5 control areas.* All of Hawaiian VOR civil airway No. 5.

§ 601.6406 *Hawaiian VOR civil airway No. 6 control areas.* All of Hawaiian VOR civil airway No. 6.

§ 601.6407 *Hawaiian VOR civil airway No. 7 control areas.* All of Hawaiian VOR civil airway No. 7.

§ 601.6408 *Hawaiian VOR civil airway No. 8 control areas.* All of Hawaiian VOR civil airway No. 8.

§ 601.6409 *Hawaiian VOR civil airway No. 9 control areas.* All of Hawaiian VOR civil airway No. 9.

§ 601.6410 *Hawaiian VOR civil airway No. 10 control areas.* All of Hawaiian VOR civil airway No. 10.

§ 601.6411 *Hawaiian VOR civil airway No. 11 control areas.* All of Hawaiian VOR civil airway No. 11.

§ 601.6412 *Hawaiian VOR civil airway No. 12 control areas.* All of Hawaiian VOR civil airway No. 12.

§ 601.6421 *VOR civil airway No. 421 control areas (Truth or Consequences, N. Mex., to Farmington, N. Mex.).* All of VOR civil airway No. 421.

§ 601.6422 *VOR civil airway No. 422 control areas (Chicago, Ill., to Garrett, Ind.).* All of VOR civil airway No. 422.

§ 601.6423 *VOR civil airway No. 423 control areas (Delta, Utah, to Malad City, Idaho).* All of VOR civil airway No. 423.

§ 601.6424 *VOR civil airway No. 424 control areas (Blue Springs, Mo., to Macon, Mo.).* All of VOR civil airway No. 424.

§ 601.6425 *VOR civil airway No. 425 control areas (Brookley, Ala., to Axis, Ala.).* All of VOR civil airway No. 425.

§ 601.6426 *VOR civil airway No. 426 control areas (St. Louis, Mo., to Witt, Ill.).* All of VOR civil airway No. 426.

§ 601.6427 *VOR civil airway No. 427 control areas (Newcomerstown, Ohio, to Navarre, Ohio).* All of VOR civil airway No. 427.

§ 601.6428 *VOR civil airway No. 428 control areas (Elmira, N. Y., to Munnsville, N. Y.).* All of VOR civil airway No. 428.

§ 601.6429 *VOR civil airway No. 429 control areas (Roberts, Ill., to Joliet, Ill.).* All of VOR civil airway No. 429.

§ 601.6430 *VOR civil airway No. 430 control areas (Tiverton, Ohio, to Wheeling, W. Va.).* All of VOR civil airway No. 430.

§ 601.6431 *VOR civil airway No. 431 control areas (Glens Falls, N. Y., to Plattsburgh, N. Y.).* All of VOR civil airway No. 431.

§ 601.6432 *VOR civil airway No. 432 control areas.* [Unassigned].

§ 601.6433 *VOR civil airway No. 433 control areas (Fresno, Calif., to Klamath Falls, Oreg.).* All of VOR civil airway No. 433.

CONTROL AREA ALTERATIONS

§ 601.6600 *VOR civil airway No. 1500 control areas (San Francisco, Calif., to New York, N. Y.).* All of VOR civil airway No. 1500.

§ 601.6602 *VOR civil airway No. 1502 control areas (San Francisco, Calif., to New York, N. Y.).* All of VOR civil airway No. 1502.

§ 601.6604 *VOR civil airway No. 1504 control areas (San Francisco, Calif., to Washington, D. C.).* All of VOR civil airway No. 1504.

§ 601.6606 *VOR civil airway No. 1506 control areas (San Francisco, Calif., to Washington, D. C.).* All of VOR civil airway No. 1506.

§ 601.6608 *VOR civil airway No. 1508 control areas (Los Angeles, Calif., to New York, N. Y.).* All of VOR civil airway No. 1508.

§ 601.6610 *VOR civil airway No. 1510 control areas (Los Angeles, Calif., to New York, N. Y.).* All of VOR civil airway No. 1510 but excluding the airspace between the main airway and its north alternate between the Iowa City, Iowa, VOR and the Waterville, Ohio, VOR.

§ 601.6612 *VOR civil airway No. 1512 control areas (Los Angeles, Calif., to New York, N. Y.).* All of VOR civil airway No. 1512, but excluding the airspace between the main airway and its south alternate between the Kansas City, Mo., omnirange station and the Indianapolis, Ind., omnirange station.

§ 601.6614 *VOR civil airway No. 1514 control areas (San Francisco, Calif., to New York, N. Y.).* All of VOR civil airway No. 1514, but excluding the airspace between the main airway and its south alternate between the Kansas City, Mo., omnirange station and the Indianapolis, Ind., omnirange station.

§ 601.6616 *VOR civil airway No. 1516 control areas (San Francisco, Calif., to Washington, D. C.).* All of VOR civil airway No. 1516.

§ 601.6618 *VOR civil airway No. 1518 control areas (Los Angeles, Calif., to Washington, D. C.).* All of VOR civil airway No. 1518.

§ 601.6620 *VOR civil airway No. 1520 control areas (Los Angeles, Calif., to Washington, D. C.).* All of VOR civil airway No. 1520.

§ 601.6622 *VOR civil airway No. 1522 control areas (Los Angeles, Calif., to Washington, D. C.).* All of VOR civil airway No. 1522.

§ 601.6629 *VOR civil airway No. 1529 control areas (Los Angeles, Calif., to United States-Canadian Border).* All of VOR civil airway No. 1529.

§ 601.6631 *VOR civil airway No. 1531 control areas (San Francisco, Calif., to U. S.-Canadian Border).* All of VOR civil airway No. 1531.

§ 601.6633 *VOR civil airway No. 1533 control areas (San Francisco, Calif., to U. S.-Canadian Border).* All of VOR civil airway No. 1533.

§ 601.6635 *VOR civil airway No. 1535 control areas (Lovelock, Nev., to United States-Canadian Border).* All of VOR civil airway No. 1535.

SUBPART G—VOR CIVIL AIRWAY REPORTING POINTS

§ 601.7001 *Domestic VOR reporting points.*

Aberdeen, S. Dak., omnirange station.

Abilene, Tex., omnirange station.

Akron, Colo., omnirange station.

Albany, Ga., omnirange station.

Albany, N. Y. omnirange station.

Albuquerque, N. Mex., omnirange station.

Alexandria, La., omnirange station.

Alexandria, Minn., omnirange station.

Alice, Tex., omnirange station.

Allendale, South Carolina omnirange station.

Allentown, Pa., omnirange station.

Alma, Ga., omnirange station.

Altoona Intersection: The intersection of the Johnstown, Pa., omnirange 092° True and the Philipsburg, Pa., omnirange 202° True radials.

Amarillo, Tex., omnirange station.

Andalusia Intersection: The intersection of the Evergreen, Ala., omnirange 108° True and the Crestview, Fla., omnirange 013° True radials.

Animas Intersection: The intersection of the Douglas, Ariz., omnirange 063° True and the Columbus, N. Mex., omnirange 277° True radials.

Annawan Intersection: The intersection of the Iowa City, Iowa, omnirange 093° True radial, the Cordova, Ill., omnirange 138° True radial and the Moline, Ill., ILS localizer back course.

Anthony, Kans., omnirange station.

Anton Chico, N. Mex., omnirange station.

Appleton, Ohio, omnirange station.

Ardmore, Okla., omnirange station.

Asheville, N. C., omnirange station.

Atlanta, Ga., omnirange station.

Atwater Intersection: The intersection of the Youngstown, Ohio, omnirange 233° True and the Cleveland, Ohio, omnirange 116° True radials.

Augusta, Ga., omnirange station.

Augusta, Maine, omnirange station.

Austin, Tex., omnirange station.

Avalon Intersection: The intersection of the Oceanside, Calif., omnirange 280° True and the Long Beach, Calif., omnirange 200° True radials.

Avenal, Calif., VOR.

Baker, Oreg., omnirange station.

Bakersfield, Calif., omnirange station.

Bangor, Maine, omnirange station.

Banning Intersection: The intersection of the Ontario, Calif., omnirange 091° True and the March, Calif., omnirange 061° True radials.

Baltimore, Md., omnirange station.

Barstow Intersection: The intersection of the Hector, Calif., omnirange 265° T and the Daggett, Calif., omnirange 235° T radials.

Baton Rouge, La., omnirange station.

Battle Creek, Mich., omnirange station.

Battle Mountain, Nev., omnirange station.

Bay Point Intersection: The intersection of the Oakland, Calif., omnirange 039° True and the Modesto, Calif., omnirange 292° True radials.

Beatty, Nev., VOR.

Beaumont, Tex., omnirange station.

Belle Glade Intersection: The intersection of the Miami, Fla., omnirange 344° T and the Vero Beach, Fla., omnirange 191° T radials.

Bellingham, Wash., omnirange station.

Benito Intersection: The intersection of the Paso Robles, Calif., omnirange 336° T and the Salinas, Calif., omnirange 110° T radials.

Bennington Intersection: The intersection of the Rochester, N. Y., VOR 238° T and the Buffalo, N. Y., VOR 124° T radials.

Bible Grove, Ill., omnirange station.

Big Spring, Tex., omnirange station.

Billings, Mont., omnirange station.

Binghamton, N. Y., omnirange station.

Birmingham, Ala., omnirange station.

Biscayne, Fla., omnirange station.

Bismarck, N. Dak., omnirange station.

Blackwater, Mo., omnirange station.

Blue Spring, Mo., omnirange station.

Blythe, Calif., omnirange station.

Boise, Idaho, omnirange station.

Bonneville, Utah, omnirange station.

Boston, Mass., omnirange station.

Bowling Green, Ky., omnirange station.

Bradford, Ill., omnirange station.

Bradford, Pa., omnirange station.

Bradley Intersection: The intersection of the Poughkeepsie, N. Y., omnirange 081° T and the Hartford, Conn., omnirange 320° T radials.

Bridgeport, Tex., VOR.

Britton, Tex., omnirange station.

Brookley AFB, Ala., omnirange station.

Brownsville, Tex., omnirange station.

Brunswick, Ga., omnirange station.

Bryce Canyon, Utah, omnirange station.

Buck Hill Intersection: The intersection of the Stroudsburg, Pa., omnirange 345° True and the Stillwater, N. J., omnirange 298° True radials.

Buffalo, N. Y., omnirange station.

Burley, Idaho, omnirange station.

Burlington, Iowa, omnirange station.

Butler, Mo., omnirange station.

Butte, Mont., omnirange station.

Campbell Intersection: The intersection of the San Francisco, Calif., omnirange 141° True radial and a line bearing 048° True toward the Evergreen, Calif., non-directional radio beacon.

Carleton, Mich., omnirange station.

Carlsbad, N. Mex., omnirange station.

Casper, Wyo., omnirange station.

Cedar Rapids, Iowa, omnirange station.

Centralia, Ill., omnirange station.

Chadron, Nebr., omnirange station.

Champaigne, Ill., omnirange station.

Charleston, S. C., omnirange station.

Charleston, W. Va., omnirange station.

Charlo Intersection: The intersection of the Mullan Pass, Idaho, omnirange 089° True and the Missula, Mont. omnirange 354° True radials.

Charlotte, N. C., omnirange station.

Chattanooga, Tenn., omnirange station.

Cherokee, Wyo., omnirange station.

Chester, Mass., omnirange station.

Cheyenne, Wyo., omnirange station.

Chicago Heights, Ill., omnirange station.

Childress, Tex., omnirange station.

Cincinnati, Ohio, omnirange station.

Clam Intersection: The intersection of the Cross City, Fla., omnirange 242° True (240° M) and the Tallahassee, Fla., omnirange 154° True (152° M) radials.

Clareville Intersection: The intersection of the Alice, Tex., omnirange 013° True and the Corpus Christi, Tex., 321° True radials.

Cleveland, Ohio, omnirange station.

Coaldale, Nev., VOR.

Cochise, Ariz., omnirange station.

Cofield, N. C., omnirange station.

Coldwater Intersection: The intersection of the Fort Wayne, Ind., omnirange 148° T and the Findlay, Ohio, omnirange 250° T radials.

College Station, Tex., omnirange station.

Columbia, Mo., omnirange station.

Columbia, S. C., omnirange station.

Columbus, Ga., omnirange station.

Columbus, Miss., VOR.

Columbus, N. Mex., omnirange station.

Concord, N. H., omnirange station.

Coopersburg INT: The INT of the Allentown, Pa., VOR 188° T and the East Texas, Pa., VOR 102° T radials.

Corbin, Ky., VAR station.

Cordova, Ill., omnirange station.

Corona Intersection: The intersection of the Long Beach, Calif., omnirange 095° True and the Ontario, Calif., omnirange 180° True radials.

Corono, N. Mex., omnirange station.

Corpus Christi, Tex., omnirange station.

Cotulla, Tex., omnirange station.

Coyle, N. J., omnirange station.

Crescent City, Calif., omnirange station.

Crestview, Fla., omnirange station.

Cross City, Fla., omnirange station.

Crossville, Tenn., omnirange station.

Crystal Lake Intersection: The intersection of the Allentown, Pa., omnirange 329° True and the Wilkes Barre-Scranton, Pa., omnirange 224° True radials.

Culberson, Tex., omnirange station.

Cut Bank, Mont., omnirange station.

Dalhart, Tex., omnirange station.

Dallas, Tex., omnirange station.

Davenport Intersection: The intersection of the Point Reyes, Calif., omnirange 155° T, the Salinas, Calif., omnirange 302° T and the Agnew, Calif., omnirange 206° T radials.

Dayton, Ohio, omnirange station.

Daytona Beach, Fla., omnirange station.

De Lancy, N. Y., omnirange station.

Delta, Utah, omnirange station.

Denver, Colo., omnirange station.

Des Moines, Iowa, omnirange station.

Dickinson, N. Dak., omnirange station.

Dillon, Mont., omnirange station.

Doby Intersection: The intersection of the Wells, Nev., omnirange station 256° T and the Elko, Nev., omnirange 338° T radials.

Dodge City, Kans., omnirange station.

Dog Intersection: The intersection of the New Orleans, La., VOR 085° T and the Mobile, Ala., VOR 224° T radials.

Dothan, Ala., terminal omnirange station.

Douglas, Ariz., omnirange station.

Douglas, Wyo., omnirange station.

Drake, Ariz., VOR.

Drummond, Mont., omnirange station.

Dubois, Idaho, omnirange station.

Dubuque, Iowa, omnirange station.

Duluth, Minn., omnirange station.

Dyersburg, Tenn., omnirange station.

Eagle Lake, Tex., omnirange station.

Eau Claire, Wis., omnirange station.

Edgerton Intersection: The intersection of the Fort Wayne, Ind., omnirange 031° T and the Goshen, Ind., omnirange 092° T radials.

El Centro, Calif., omnirange station.

El Dorado, Ark., omnirange station.

Elkins, W. Va., omnirange station.

Elko, Nev., omnirange station.

Ellensburg, Wash., omnirange station.

Elmira, N. Y., omnirange station.

El Paso, Tex., omnirange station.

Emerson Intersection: The intersection of the Wilmington, N. C., VOR 281° T and the Myrtle Beach, S. C., VOR 023° T radials.

Emporia, Kans., omnirange station.

Ephrata, Wash., omnirange station.

Erie, Pa., omnirange station.

Eugene, Oreg., omnirange station.

Evansville, Ind., omnirange station.

Evergreen, Ala., omnirange station.

Fairland Intersection: The intersection of the Herndon, Va., omnirange 084° True and the Washington, D. C., terminal omnirange 016° True radials.

Fairport Intersection: The intersection of the Cleveland, Ohio, omnirange 049° True and the Jefferson, Ohio, omnirange 279° True radials.

Fargo, N. Dak., omnirange station.

Farmington, Minn., VOR.

Farmington, Mo., omnirange station.

Farmington, N. Mex., omnirange station.

Fayetteville, Ark., omnirange station.

Filmore, Calif., omnirange station.

Findlay, Ohio, omnirange station.

Fitzgerald, Pa., omnirange station.

Flat Rock, Va., omnirange station.

Flint Intersection: The intersection of the Lansing, Mich., omnirange 068° True and the Salem, Mich., omnirange 342° True radials.

Flintstone Intersection: The intersection of the Front Royal, Va., omnirange 335° True and the Martinsburg, W. Va., omnirange 298° True radials.

Flippin, Ark., omnirange station.

Florence, S. C., omnirange station.

Fontana Intersection: The intersection of the Palmdale, Calif., omnirange 137° True and the Ontario, Calif., omnirange 047° True radials.

Fort Bridger, Wyo., omnirange station.

Fort Dodge, Iowa, omnirange station.

Fort Jones, Calif., omnirange station.

Fort Myers, Fla., omnirange station.

Fort Smith, Ark., omnirange station.

Fort Stockton, Tex., omnirange station.

Fort Wayne, Ind., omnirange station.

Fortuna, Calif., omnirange station.

Francis Intersection: The intersection of the Oakland, Calif., omnirange 266° True and the Point Reyes, Calif., omnirange 236° True radials.

Franklin Intersection: The intersection of the Gardner, Mass., omnirange 132° True and the Boston, Mass., omnirange 223° True radials.

Fresno, Calif., omnirange station.

Front Royal, Va., omnirange station.

Gage, Okla., omnirange station.

Gainesville, Fla., omnirange station.

Galveston, Tex., omnirange station.

Garden City, Kans., omnirange station.

Gardner, Mass., omnirange station.

Gila Bend, Ariz., omnirange station.

Gill Intersection: The intersection of the Jefferson, Ohio, omnirange 279° True and the Cleveland, Ohio, omnirange 024° True radials.

Goffs, Calif., omnirange station.

Goodland, Kans., omnirange station.

Gordonsville, Va., omnirange station.

Gore Intersection: The intersection of the Culbertson, Tex., omnirange 012° True and the Salt Flat, Tex., omnirange 085° True radials.

Goshen, Ind., omnirange station.

Graham, Tenn., omnirange station.

Grand Island Intersection: The intersection of the Dunkirk, N. Y., VOR 028° T and the Buffalo, N. Y., VOR 294° T radials.

Grand Island, Nebr., omnirange station.

Grand Junction, Colo., omnirange station.

Grants, N. Mex., omnirange station.

Grantsburg, Wis., omnirange station.

Grantsville, Md., omnirange station.

Great Falls, Mont., omnirange station.

Green Bay, Wis., omnirange station.

Greensboro, N. C., omnirange station.

Greentown Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., VOR 117° and the Stroudsburg, Pa., VOR 000° True radials.

Greentown Intersection: The intersection of the Indianapolis, Ind., VOR 022° T and the Kokomo, Ind., VOR 143° T radials.

Greenville Intersection: The intersection of the Tallahassee, Fla., omnirange 091° True (089° M); the Valdosta, Ga., omnirange 233° True (231° M), and the Cross City, Fla., omnirange 333° True (331° M) radials.

Greenwood, Miss., omnirange station.

Gregg County, Tex., omnirange station.

Gulfport, Miss., VOR.

Guthrie, Tex., omnirange station.

Hanksville Utah, omnirange station.

Harrisburg, Pa., omnirange station.

Hartford, Conn., omnirange station.

Hassayampa, Ariz., omnirange station.

Hector, Calif., omnirange station.

Helena, Mont., omnirange station.

Herndon, Va., omnirange station.

Hickory, N. C., omnirange station.

Highway Intersection: The intersection of the Bowling Green, Ky., omnirange 101° True and the Crossville, Tenn., omnirange 349° True radials.

Hill City, Kans., omnirange station.

Hobart, Okla., omnirange station.

Hobbs, N. Mex., omnirange station.

Holly Springs, Miss., VOR.

Honea Intersection: The intersection of the Royston, Ga., omnirange 074° True radial and the Greenville, S. C., ILS localizer south course.

Hoquiam, Wash., omnirange station.

Houston, Tex., omnirange station.

Hudspeth, Tex., omnirange station.

Huntsville, Ala., omnirange station.

Huron, S. Dak., omnirange station.

Hutchinson, Kans., omnirange station.

Imperial, Nebr., omirange station.

Indianapolis, Ind., omnirange station.

Iowa City, Iowa, omnirange station.

Jack's Creek, Tenn., omnirange station.

Jackson Intersection: The intersection of the Litchfield, Mich., omnirange 050° True and the Salem, Mich., omnirange 257° True radials.

Jackson, Miss., omnirange station.

Jacksonville, Fla., omnirange station.

Jamestown, N. Dak., omnirange station.

Janesville, Wis., omnirange station.

Joliet, Ill., omnirange station.

Junction, Tex., omnirange station.

Kalamazoo, Mich., omnirange station.

Kansas City, Mo., omnirange station.

Keeler, Mich., omnirange station.

Kennebunk, Maine, omnirange station.

Kenton, Del., omnirange station.

Key West, Fla., omnirange station.

Kiowa, Colo., omnirange station.

Kirksville, Mo., omnirange station.

Klamath Falls, Oreg., omnirange station.

Knox, Ind., VOR.

Knoxville, Tenn., omnirange station.

Kokomo, Ind., omnirange station.

Kremmling, Colo., omnirange station.

La Belle, Fla., omnirange station.

Lafayette, Ind., omnirange station.

Lafayette, La., omnirange station.

La Grange Intersection: The intersection of the New Bern, N. C., omnirange 297° T and the Rocky Mount, N. C., omnirange 184° T radials.

Lake Charles, La., omnirange station.

Lakeland, Fla., omnirange station.

Lamar, Colo., omnirange station.

Lamoni, Iowa, omnirange station.

Lancaster Intersection: The intersection of the Harrisburg, Pa., VOR 107° T and the Allentown, Pa., VOR 228° T radials.

Lansing, Mich., omnirange station.

Laramie, Wyo., omnirange station.

Laredo, Tex., omnirange station.

Las Vegas, Nev., omnirange station.

Las Vegas, N. Mex., omnirange station.

Lawrenceville, Va., omnirange station.

Lawton, Okla., omnirange station.

Leslie Intersection: The intersection of the Salem, Mich., omnirange 272° True and the Lansing, Mich., omnirange 159° True radials.

Lewis, Ind., omnirange station.

Lewisburg Intersection: The intersection of the Bowling Green, Ky., omnirange 283° True and the Nashville, Tenn., omnirange 343° True radials.

Lewistown, Mont., omnirange station.

Lexington, Ky., omnirange station.

Lexington, Nebr., omnirange station.

Lincoln, Nebr., omnirange station.

Lisbon Intersection: The intersection of the Herndon, Va., VOR 038° T radial with the Baltimore, Md., VOR direct radial to the Martinsburg, W. Va., VOR.

Litchfield, Mich., omnirange station.

Little Rock, Ark., omnirange station.

Livingston, Mont., omnirange station.

Lometa, Tex., omnirange station.

Lone Rock, Wis., omnirange station .

Long Beach, Calif., omnirange station.

Los Angeles, Calif., omnirange station.

Louisville, Ky., omnirange station.

Lovelock, Nev., omnirange station.

Lubbock, Tex., omnirange station.

Lucin, Utah, omnirange station.

Lufkin, Tex., omnirange station.

Macon, Ga., omnirange station.

Macon, Mo., omnirange station.

Malad City, Idaho, omnirange station.

Malden, Mo., omnirange station.

Mankato, Kans., omnirange station.

Mansfield, Ohio, omnirange station.

Marianna, Fla., omnirange station.

Marin Intersection: The intersection of the San Francisco, Calif., terminal omnirange 304° True and the Point Reyes, Calif., omnirange 239° True radials.

Marshall, Mo., omnirange station.

Martinsburg, W. Va., omnirange station.

Maryland Heights, Mo., omnirange station.

Mason City, Iowa, omnirange station.

Massena, N. Y., omnirange station.

McAlester, Okla., omnirange station.

McComb, Miss., omnirange station.

McDonough, Ga., VOR.

Medford, Oreg., omnirange station.

Medicine Bow, Wyo., omnirange station.

Medina Intersection: The intersection of the Rochester, N. Y., omnirange 289° True and the Buffalo, N. Y., omnirange 034° True radials.

Memphis, Tenn., omnirange station.

Mendota Intersection: The intersection of the Janesville, Wis., omnirange 339° True and the Lone Rock, Wis., omnirange 103° True radials.

Meridian, Miss., omnirange station.

Merriam, Ind., VOR.

Miami, Fla., omnirange station.

Midland, Tex., omnirange station.

Miles City, Mont., omnirange station.

Milford, Utah, omnirange station.

Millbury Intersection: The intersection of the Hartford, Conn., omnirange 044° True with the Gardner, Mass., omnirange direct radial to the Providence, R. I., omnirange station.

Milwaukee, Wis., omnirange station.

Mineral Wells, Tex., omnirange station.

Minneapolis, Minn., omnirange station.

Minot, N. Dak., omnirange station.

Missoula, Mont., omnirange station.

Mobile, Ala., omnirange station.

Modesto, Calif., omnirange station.

Moncure Intersection: The intersection of the Raleigh, N. C., omnirange 220° T and the Greensboro, N. C., omnirange 122° T radials.

Monroe, La., omnirange station.

Montebello, Va., omnirange station.

Montgomery, Ala., omnirange station.

Morgantown, W. Va., omnirange station.

Mormon Mesa, Nev., omnirange station.

Mount Hamilton Intersection: The intersection of the Agnew, Calif., omnirange station 097° T and the Oakland, Calif., omnirange 131° T radials.

Mt. Lola Intersection: The intersection of the Sacramento, Calif., omnirange 040° True and the Reno, Nev., omnirange 268° True radials.

Mullan Pass, Mont., omnirange station.

Murphy Intersection: The intersection of the Chattanooga, Tenn., omnirange 088° True and the Knoxville, Tenn., omnirange 191° True radials.

Muscle Shoals, Ala., omnirange station.

Muskegon, Mich., omnirange station.

Myrtle Beach, S. C., omnirange station.

Nabb, Ind., omnirange station.

Nantucket, Mass., omnirange station.

Naperville, Ill., omnirange station.

Nashville, Tenn., omnirange station.

Navarro Intersection: The intersection of the Leona, Tex., omnirange 338° True and the Waco, Tex., omnirange 067° True radials.

Needles, Calif., omnirange station.

Neola, Iowa, omnirange station.

Neosho, Mo., omnirange station.

New Alexandria Intersection: The intersection of the Pittsburgh, Pa., omnirange 067° True and the Johnstown, Pa., omnirange 290° True radials.

Newburgh Intersection: The intersection of the Wilton, Conn., omnirange 295° True and the Poughkeepsie, N. Y., omnirange 236° True radials.

New Bern, N. C., omnirange station.

Newberg, Oreg., omnirange station.

Newman, Tex., omnirange station.

New Orleans, La., omnirange station.

Newport, Oreg., omnirange station.

Newport Intersection: The intersection of the Nantucket, Mass., omnirange 252° True and the Norwich, Conn., omnirange 127° True radials.

Newton, Iowa, omnirange station.

Nodine, Minn., omnirange station.

Norcross, Ga., omnirange station.

Norris INT: The INT of the West Chester, Pa., VOR 253° T and the Baltimore, Md., VOR 013° T radials.

North Bend, Oreg., omnirange station.

North Bend Intersection: The intersection of the Bradford, Pa., omnirange 127° True, the Williamsport, Pa., omnirange 271° True and the Philipsburg, Pa., omnirange 014° True radials.

North Platte, Nebr., omnirange station.

Northbrook, Ill., VOR.

Oakland, Calif., omnirange station.

Oakwood Intersection: The intersection of the Watertown, S. Dak., omnirange 169° True and the Huron, S. Dak., omnirange 088° True radials.

Oceanside, Calif., omnirange station.

Ogden, Utah, omnirange station.

Oklahoma City, Okla., omnirange station.

Okmulgee, Okla., omnirange station.

Omaha, Nebr., omnirange station.

O'Neill, Nebr., omnirange station.

Ontario, Calif., omnirange station.

Orlando, Fla., omnirange station.

Oshkosh, Wis., omnirange station.

Otto, N. Mex., omnirange station.

Ottumwa, Iowa, omnirange station.

Oxnard, Calif., VOR.

Pacoima Intersection: The intersection of the Fillmore, Calif., omnirange 111° True and the Los Angeles, Calif., omnirange 355° True radials.

Paducah, Ky., omnirange station.

Palacios, Tex., omnirange station.

Palestine Intersection: The intersection of the Imperial, Pa., VOR 326° T and the Ellwood City, Pa., VOR 265° T radials.

Palm Springs Intersection: The intersection of the Thermal, Calif., omnirange 340° True and the Ontario, Calif., omnirange 91° True radials.

Palmdale, Calif., omnirange station.

Panoche, Calif., VOR.

Parkersburg, W. Va., omnirange station.

Paso Robles, Calif., omnirange station.

Paterson Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° True and the Wilton, Conn., omnirange 240° True radials.

Pawnee City, Nebr., omnirange station.

Paynesville Intersection: The intersection of the Pulaski, Va., omnirange 285° True and the Tri-City, Tenn., omnirange 012° True radials.

Pecks Pond Intersection: The intersection of the Wilkes-Barre-Scranton, Pa., omnirange 136° True (146° M) and the Stroudsburg, Pa., omnirange 000° True (010° M) radials.

Pendleton, Oreg., omnirange station.

Pensacola (Saufley Field), Fla., omnirange station.

Peoria, Ill., omnirange station.

Peotone, Ill., omnirange station.

Perry, Ohio, nondirectional radio beacon.

Petersburg Intersection: The intersection of the Morgantown, W. Va., omnirange 134° True and the Elkins, W. Va., omnirange 83° True radials.

Philipsburg, Pa., omnirange station.

Phillip, S. Dak., omnirange station.

Phoenix, Ariz., omnirange station.

Picayune, Miss., VOR.

Pierre, S. Dak., omnirange station.

Pine Bluff, Ark., omnirange station.

Pinehurst Intersection: The intersection of the Raleigh, N. C., omnirange 220° T and the Florence, S. C., omnirange 008° T radials.

Pioneer Intersection: The intersection of the Fort Wayne, Ind., omnirange 031° T and the Waterville, Ohio, omnirange 288° T radials.

Pittsburgh, Pa., omnirange station.

Plattsburg, N. Y., omnirange station.

Pocatello, Idaho, omnirange station.

Point Dume Intersection: The intersection of the Fillmore, Calif., omnirange 163° True and the Long Beach, Calif., omnirange 287° True radials.

Point Reyes, Calif., omnirange station.

Polo, Ill., omnirange station.

Ponca City, Okla., omnirange station.

Pontiac, Ill., omnirange station.

Portland, Oreg., omnirange station.

Poughkeepsie, N. Y., omnirange station.

Power Point Intersection: The intersection of the Imperial, Pa., omnirange 305° T and the Youngstown, Ohio, omnirange 190° T radials.

Prescott, Ariz., omnirange station.

Presque Isle, Maine, omnirange station.

Princeton, Maine, omnirange station.

Pueblo, Colo., omnirange station.

Pulaski, Va., omnirange station.

Pullman, Mich., omnirange station.

Quincy, Ill., omnirange station.

Quitman, Tex., omnirange station.

Rainbow Intersection: The intersection of the Oakland, Calif., omnirange 234° True and the Point Reyes, Calif., omnirange 195° True radials.

Raleigh, N. C., omnirange station.

Rapid City, S. Dak., omnirange station.

Raton, N. Mex., omnirange station.

Readsville, Mo., omnirange station.

Red Bluff, Calif., omnirange station.

Redmond, Oreg., omnirange station.

Redwood Falls, Minn., omnirange station.

Reno, Nev., omnirange station.

Rice, Calif., VOR.

Richmond Intersection: The intersection of the Oakland, Calif., omnirange 330° True and the Sacramento, Calif., omnirange 233° True radials.

Riverhead, N. Y., omnirange station.

Roberts, Ill., omnirange station.

Rochester, Minn., omnirange station.

Rochester, N. Y., omnirange station.

Rockford, Ill., omnirange station.

Rock Springs, Tex., omnirange station.

Rock Springs, Wyo., omnirange station.

Rocky Mount, N. C., omnirange station.

Roscoe Intersection: The intersection of the Appleton, Ohio, omnirange 085° True radial with the Zanesville, Ohio, omnirange direct radial to the Tiverton, Ohio, omnirange station.

Roswell, N. Mex., omnirange station.

Round Top Intersection: The intersection of the Austin, Tex., omnirange 109° True and the College Station, Tex., omnirange 202° True radials.

Royston, Ga., omnirange station.

Russell, Kans., omnirange station.

St. Johns, Ariz., VOR.

St. Joseph, Mo., omnirange station.

St. Louis, Mo., omnirange station.

Sacramento, Calif., omnirange station.

Saginaw, Mich., omnirange station.

Salem, Mich., omnirange station.

Salina, Kans., omnirange station.

Salinas, Calif., omnirange station.

Salisbury, Md., omnirange station.

Saltair Intersection: The intersection of the Salt Lake City, Utah, omnirange 265° True and the Ogden, Utah, omnirange 194° True radials.

Salt Flat, Tex., omnirange station.

Salt Lake City, Utah, omnirange station.

San Angelo, Tex., omnirange station.

San Antonio, Tex., omnirange station.

San Diego, Calif., omnirange station.

San Francisco, Calif., omnirange station.

San Simon, Ariz., omnirange station.

Santa Barbara, Calif., omnirange station.

Santa Fe, N. Mex., omnirange station.

Saratoga Intersection: The intersection of the San Francisco, Calif., omnirange 218° True and the Salinas, Calif., omnirange 319° True radials.

Saugus Intersection: The intersection of the Lake Hughes, Calif., omnirange 158° T and the Fillmore, Calif., omnirange 066° T radials.

Savannah, Ga., omnirange station.

Saybrook Intersection: The intersection of the Wilton, Conn., omnirange 090° True and the Riverhead, N. Y., omnirange 046° True radials.

Sayre, Okla., omnirange station.

Scotland, Ind., omnirange station.

Scottdale Intersection: The intersection of the Pittsburgh, Pa., omnirange 117° True and the Morgantown, W. Va., omnirange 021° True radials.

Scottsbluff, Nebr., VOR.

Scranton, Pa., omnirange station.

Seattle, Wash., omnirange station.

Selinsgrove, Pa., omnirange station.

Shelbyville, Ind., omnirange station.

Sheridan, Wyo., omnirange station.

Shreveport, La., omnirange station.

Sidney, Nebr., omnirange station.

Sidney, Ohio, omnirange station.

Sioux City, Iowa, omnirange station.

Sioux Falls, S. Dak., omnirange station.

South Bend, Ind., omnirange station.

South Boston, Va., omnirange station.

Spartanburg, S. C., omnirange station.

Spokane, Wash., omnirange station.

Springfield, Ill., omnirange station.

Springfield, Mo., omnirange station.

Sterling Intersection: The intersection of the Providence, R. I., omnirange 270° True and the Norwich, Conn., omnirange 043° True radials.

Stinson Beach Intersection: The intersection of the San Francisco, Calif., terminal omnirange 304° True and the Point Reyes, Calif., omnirange 155° True radials.

Sumatra Intersection: The intersection of the Miles City, Mont., omnirange 286° True and the Billings, Mont., omnirange 036° True radials.

Stroudsburg, Pa., omnirange station.

Sulphur Springs, Tex., omnirange station.

Sunset Intersection: The intersection of the Oakland, Calif., omnirange 234° True and the Point Reyes, Calif., omnirange 207° True radials.

Syracuse, N. Y., omnirange station.

Tahoe Intersection: The intersection of the Sacramento, Calif., omnirange 055° True radial and a line bearing 008° True to the Donner Summit nondirectional radio beacon.

Tallahassee, Fla., omnirange station.

Tampa, Fla., omnirange station.

Terre Haute, Ind., omnirange station.

Texarkana, Ark., omnirange station.

The Dalles, Oreg., omnirange station.

Thermal, Calif., omnirange station.

Thurman, Colo., omnirange station.

Titusville Intersection: The intersection of the Fitzgerald, Pa., omnirange 304° True and the Bradford, Pa., omnirange 260° True radials.

Tiverton, Ohio, omnirange station.

Tobe, Colo., VOR.

Tonopah, Nev., VOR.

Topeka, Kans., omnirange station.

Traverse City, Mich., omnirange station.

Tri-City, Tenn., omnirange station.

Troy, Ill., omnirange station

Truth or Consequences, N. Mex., omnirange station.

Tucson, Ariz., omnirange station.

Tucumcari, N. Mex., omnirange station.

Tulsa, Okla., omnirange station.

Turnpike Intersection: The intersection of the Pittsburgh, Pa., omnirange 354° True and the Wheeling, W. Va., omnirange 034° True radials.

Ukiah, Calif., omnirange station.

Union Pass Intersection: The intersection of the Goffs, Calif., VOR 070° T and the Needles, Calif., VOR 004° T radials.

Utah Lake, Utah, omnirange station.

Vandalia, Ill., omnirange station.

Vero Beach, Fla., omnirange station.

Vichy, Mo., omnirange station.

Vienna, Ga., omnirange station.

Waco, Tex., omnirange station.

Walnut Ridge, Ark., omnirange station.

Waterloo, Iowa, omnirange station.

Watertown, N. Y., omnirange station.

Watertown, S. Dak., omnirange station.

Waterville, Ohio, omnirange station.

Wausau, Wis., omnirange station.

Westchester, Pa., omnirange station.

Westminster, Md., omnirange station.

West Palm Beach, Fla., omnirange station.

Westpoint, Ind., omnirange station.

Wheeling, W. Va., omnirange station.

White Cloud, Mich., omnirange station.

Whitehall, Mont., omnirange station.

White Hills Intersection: The intersection of the Needles, Calif., omnirange 004° True and the Las Vegas, Nev., omnirange 121° True radials.

White Oaks Intersection: The intersection of the Lake Hughes, Calif., omnirange 339° T and the Palmdale, Calif., omnirange 291° T radials.

Wichita, Kans., omnirange station.

Wichita Falls, Tex., omnirange station.

Williams, Calif., omnirange station.

Williamston, N. C., VAR station.

Williamsport, Pa., omnirange station.

Wilmington, N. C., omnirange station.

Wilton, Conn., omnirange station.

Wink, Tex., omnirange station.

Winslow, Ariz., omnirange station.

Wolbach, Nebr., omnirange station.

Wolcottsville Intersection: The intersection of the Buffalo, N. Y., omnirange 034° True radial and the Niagara Falls, N. Y., ILS localizer east course.

Woodstown, N. J., omnirange station.

Yakima, Wash., omnirange station.

York, Ky., omnirange station.

Youngstown, Ohio, omnirange station.

Yuma, Ariz., omnirange station.

Zuni, N. Mex., omnirange station.

§ 601.7002 *Hawaiian VOR reporting points.*

Banana Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 061° True (050° M) and the Molokai, T. H., omnirange 314° True (303° M) radials.

Coconut Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 261° True radial and a line bearing 220° True from the Kahuku, Oahu, T. H., nondirectional radio beacon.

Grass Shack Intersection: Intersection of Hilo omnirange 004° True and Upolu 96° True radials.

Hibiscus Intersection: Intersection of Upolu omnirange 96° True and Hilo omnirange 34° True radials.

Hilo, Hawaii, T. H., omnirange station.

Honolulu, Oahu, T. H., omnirange station.

Kahului, Maui, T. H., omnirange station.

Lanai, T. H., omnirange station.

Lihue, Kauai, T. H., omnirange station.

Molokai, T. H., omnirange station.

North Maui Intersection: Intersection of Honolulu omnirange 61° True and Kahului, Maui, T. H., omnirange 352° True radials.

Paradise Intersection: Intersection of Hilo omnirange 334° True and Upolu omnirange 96° True radials.

Southgate Intersection: Intersection of Honolulu omnirange 179° True and Molokai, T. H., omnirange 268° True radials or a bearing of 241° T from Makapuu Point, T. H., RBN.

South Honolulu Intersection: Intersection of Honolulu omnirange 179° True and Lanai omnirange 224° True radials.

South Port Allen Intersection: Intersection of Honolulu omnirange 246° True and Lihue omnirange 186° True radials.

Swordfish Intersection: The intersection of the Honolulu, Oahu, T. H., omnirange 261° True and the Lihue, Kauai, T. H., omnirange 189° True radials.

Tuna Intersection: The intersection of the Molokai, T. H., omnirange 067° True and the Upolu Point, Hawaii, T. H., omnirange 012° True radials.

Upolu, Hawaii, T. H., omnirange station.

SUBPART H—CONTINENTAL CONTROL AREA

§ 601.7101 *Designation of Continental Control Area.* The Continental Control Area shall consist of all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 feet, mean sea level, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of this chapter.

SUBPART I—DESIGNATED POSITIVE CONTROL ROUTE SEGMENTS

§ 601.8001 *Positive control route segments.* The portions of civil airways described in this subpart between 17,000 feet and 22,000 feet (mean sea level) inclusive, including all controlled airspace embraced within them, are designated as positive control route segments.

VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.) (*See § 600.6006 of this chapter.*) The portion of VOR civil airway No. 6 from the Rock River, Wyo., omnirange station to the Grand Island, Nebr., omnirange station, excluding north and south alternates.

VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.) (*see § 600.6008 of this chapter*). The portion of VOR civil airway No. 8 from the Goshen, Ind., omnirange station to the point of intersection of the Martinsburg, W. Va., omnirange direct radial to the Washington, D. C., terminal omnirange station with the Front Royal, Va., omnirange 088° radial, excluding north and south alternates.

VOR civil airway No. 32 (Battle Mountain, Nev., to Fort Bridger, Wyo.) (*see § 600.6032 of this chapter*). The portion of VOR civil airway No. 32 from the Elko, Nev., omnirange station to the Bonneville, Utah, omnirange station, excluding the north alternate.

VOR civil airway No. 50 (Kirksville, Mo., to Indianapolis, Ind.) (*see § 600.6050 of this chapter*). The portion of VOR civil airway No. 50 from the Springfield, Ill., omnirange station to the Terre Haute, Ind., omnirange station, excluding the south alternate.

VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.) (*see § 600.6144 of this chapter*). The portion of VOR civil airway No. 144 from the point of intersection of the Peotone, Ill., omnirange direct radial to the Fort Wayne, Ind., omnirange station with the Chicago Heights, Ill., omnirange direct radial to the Lafayette, Ind., omnirange station; to the Appleton, Ohio, omnirange station.

VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.) (*see § 600.6200 of this chapter*). The portion of VOR civil airway No. 200 from the Williams, Calif., omnirange station to the Reno, Nev., omnirange station.

VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.) (*see § 600.6604 of this chapter*). The portion of VOR civil airway No. 1504 from the Sacramento, Calif., omnirange station to the Elko, Nev., omnirange station.

VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.) (*see § 600.6606 of this chapter*). The portion of VOR civil airway No. 1506 from the Bonneville, Utah, omnirange station to the Rock River, Wyo., omnirange station and the portion from the Appleton, Ohio, omnirange station to the point of intersection of the Front Royal, Va., omnirange 112° and the Washington, D. C., terminal omnirange 245° radials.

VOR civil airway No. 1510 (Los Angeles, Calif., to New York, N. Y.) (*see § 600.6610 of this chapter*). The portion of VOR civil airway No. 1510 from the point of INT of the Los Angeles, Calif., VOR 057° and the Long Beach, Calif., VOR 024° radials to the Colts Neck, N. J., VOR, including a north alternate from the Iowa City, Iowa, VOR to the Waterville, Ohio, VOR.

VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.) (*see § 600.6612 of this chapter*). The portion of VOR civil airway No. 1512 from the Ontario, Calif., omnirange station to the Colts Neck, N. J., omnirange station, including a south alternate from the Kansas City, Mo., omnirange station to the Indianapolis, Ind., omnirange station.

VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.) (*see § 600.6614 of this chapter*). The portion of VOR civil airway No. 1514 from the Pittsburgh, Pa., omnirange station to the Colts Neck, N. J., omnirange station, excluding the south alternate.

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